CYCLE NEWS®

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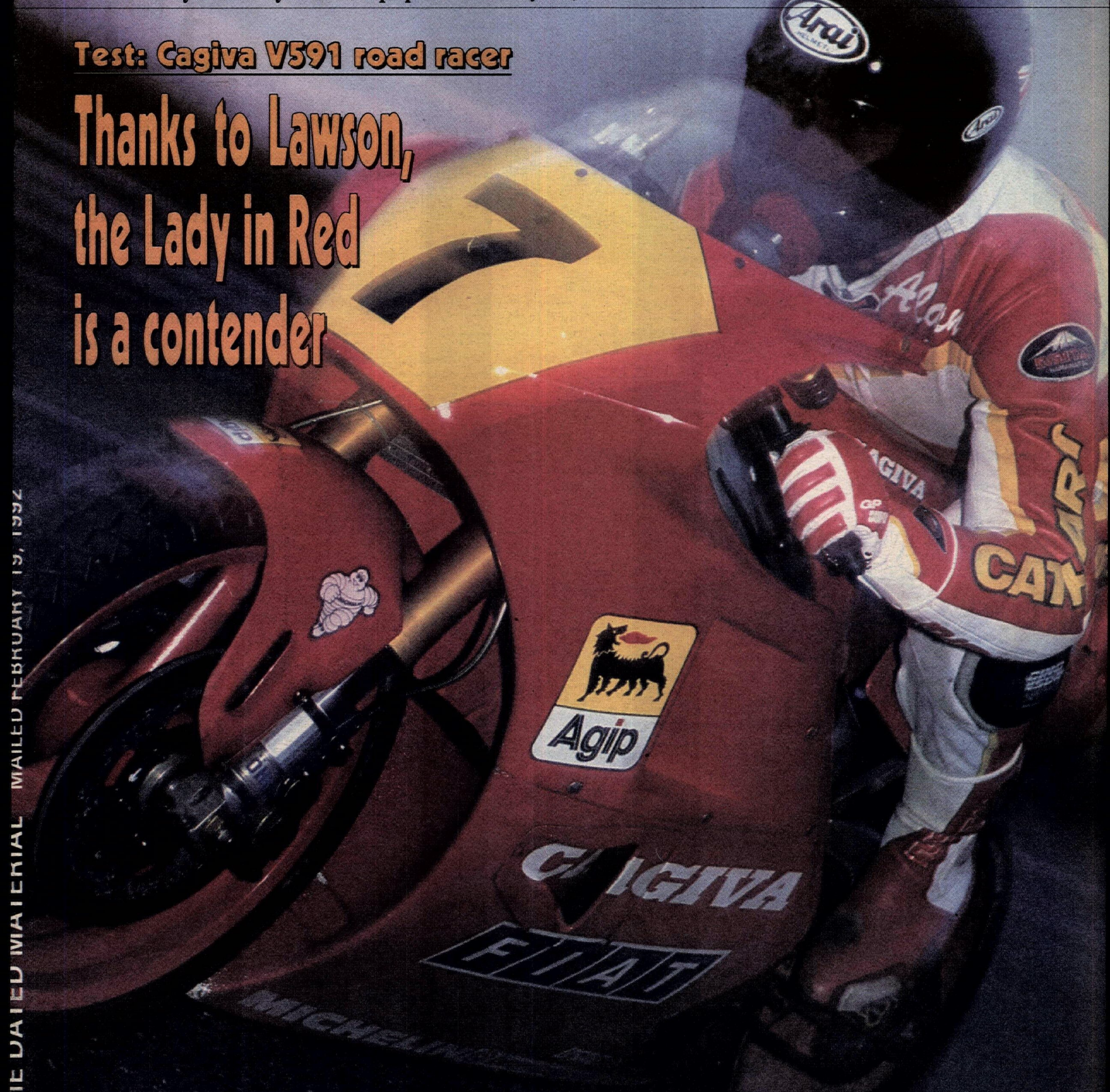

Test: Cagiva V591 road racer

Thanks to Lawson, the Lady in Red is a contender

Hawkins wins season-opening National Enduro

Interview: National Hillclimb Champ Tim Frazier

TIME DATED MATERIAL MAILED FEBRUARY 19, 1992

IN THE WIND By Papa Wealey

Chuck Clayton, the founder and owner of *Cycle News*, suffered a stroke last week. He is listed in unstable condition at Twin Cities Hospital in Templeton, California. Cards and letters can be sent to him, c/o CN Publishing, P.O. Box 498, Long Beach, CA 90801.

Minnesota's **Donny Schmit** (Yam) scored the overall win at the first major international warm-up race for the World Championship MX GPs in Beaucaire, France, February 16. Schmit won the first of three motos, then finished third and second in the remaining races. Belgian **Stefan Everts** (Suz), the 125cc MX World Champion, finished second overall, winning two motos. Americans completed the top five overall places with **Tallon Vohland** (Suz) earning third ahead of **Bob Moore** (Yam) and **Mike Healey** (Suz).

Jimmy Gaddis (Suz) was the big winner at round five of the AMA National Arenacross Series in Denver, Colorado, February 14-16. Gaddis won the 250cc Pro main event on Friday then swept the 125 and 250cc Pro mains on Saturday night. **Cliff Palmer** (Suz) won Friday night's 125cc Pro main and leads the point standings in both divisions.

Brian McElroy (Yam) swept the 125 and 250cc Pro classes at the February 16 opening round of the Carolina Spring Series at Camp Coker MX Park in Society Hill, South Carolina. **Jim Neese** (Kaw) was the runner-up in the 125cc Pro class and **Chad Lough** (Suz) finished third overall, while in the 250cc division **Todd Bennick** (Suz) finished second overall ahead of **Hank Moree** (Hon).

The final round of the **GFI California Winter MX Series North** and the **North-South Showdown**, which were to have taken place February 15-16 at southern California's Perris Raceway, were postponed due to the heavy rains that plagued the region. Both events have been rescheduled to February 29-March 1 at Perris Raceway.

The California Racing Club's March 1 MX originally scheduled for southern California's Perris Raceway has been **moved** to Sunrise Cycle Park in Adelanto.

Guy Cooper, the 1990 AMA 125cc MX National Champion, will serve as a guest instructor at the first **Tony D Motocross School** of the year. The school will be conducted in Cooper's hometown, Stillwater, Oklahoma. For more information and a complete schedule of Tony D Motocross Schools, call 410/676-7978.

WorldSports has announced that **Honda** will be the presenting sponsor of the opening round of the AMA National Championship 125/250cc MX Series, the March 1 16th Annual **Gatorback National** at Gainesville, Florida.

The February 23 Lodi M.C. rough scrambles race will be held at Oakdale, California's Pioneer Arena, not at Lodi Cycle Bowl.

The opening round of the **AHRMA Nor-Cal Vintage MX Series** will take place at Sandhill Ranch in Brentwood, California, on February 23. Subsequent rounds will be held at Sandhill on April 12; Dixon, California, on May 17; Carson City, Nevada, on July 26; Fernley, Nevada, on September 27; and at Hollister, California, on October 25. For more information, call 715/842-9699.

A **vintage short track demonstration** will be held in conjunction with the February 23 AHRMA MX at Sandhill Ranch. Then, on Sunday, February 23, a full program of vintage short track racing will be presented at Sandhill, sponsored by Rod Lake Racing. For more information on either event, call Bill Spencer at 408/436-8228. Spencer can also fill you in on the March 1 San Jose Endurothon, an event that makes up for a recent rain-out.

The **West Coast Vintage Cycle Rally**, a combination of a show, swap meet, auction and run, will take place at the Tulare County Fairgrounds in Tulare, California, over the April 24-26 weekend. The show, swap meet and auction will take place on Saturday with the run being held on Sunday. For more information, call Will Dickey at 805/772-2038.

Prime Network will telecast three Grand Prix road races live with the remaining rounds of the World Championship Road Race Series being shown on a tape-delayed basis. Just what GPs will be aired live has yet to be decided.

Multi-time National MX Champion **Rick Johnson** will make his long-awaited off-road truck racing debut on February 22, in the Mickey Thompson Off-Road Championship Gran Prix at San Diego's Jack Murphy Stadium. Johnson will drive a factory-backed Chevrolet in the Grand National Sport Truck class. The 27-year-old San Diego-area native has legions of local followers. "I couldn't be more excited about starting my new career right here in San Diego," Johnson said. "Even though there'll be the added pressure of performing in my hometown in an event sponsored by Chevrolet. Then, too, my wife Stephanie and I are expecting our first child and the due date is February 23, the day after the event."

Moto-journalist **Alan Cathcart** of England will once again campaign a Bimota Tesi superbike in international ProTwins and Superbike events this season. Cathcart will compete at Daytona aboard the fuel-injected Ducati-powered Tesi, now the only factory-backed Bimota superbike.

The **5th Annual Daytona Antique & Classic Motorcycle Auction** will take place on Saturday, March 7, during Camel Motorcycle Week at the Daytona Beach Armory. Starting on Wednesday, March 4, and running through March 7, the armory will be the site of a vintage bike meet which will feature a swap meet, trade show, vintage movies, and the bikes that will be auctioned Saturday evening will be on display. For more information on the auction, call 904/795-8895.

Harley-Davidson dealers recently received a letter from **Richard Teerlink** in which the company's president and chief executive officer addressed the drop in the value of Harley's common stock following the release of its third quarter sales and earnings report. "Although net income was up 38% compared with the 1990 third quarter," Teerlink said, "we fell short of Wall Street's short-term quarterly expectations. As I have stated numerous times, we do not run Harley-Davidson for quarterly results. All of us are dedicated to achieving engineering, manufacturing and marketing excellence and running the company for the long-term benefit of all of our stakeholders." Teerlink also countered rumors regarding stock sales by Harley officers and directors shortly before it took a drop from a high of $55-$60 per share. "The truth of the matter is that one company officer and one director sold stock way back in August, more than two months before the October 23 announcement and another officer sold stock a full six weeks before the sales and earnings announcement. These stock sales were duly reported to the Securities and Exchange Commission, as required by law, and the selling prices were all in the $40's range. Further, these individuals continue to hold substantial blocks of Harley-Davidson stock."

The 1992 Gran Prix de Baja Series gets underway February 29 with the running of the **Mexicali Gran Prix**. The eight-mile course near Mexicali, Baja California, Mexico, will take competitors inside the mouth of the Cerro Colorado volcano! The volcano has been dormant for 75 years and promoter Lou Peralta of Baja Promotions and, of course, the competitors hope it stays that way — at least until the race is over. The new Hotel Colonial in Mexicali is race headquarters and registration will be open Friday, February 28, from 3 p.m. to 8 p.m. Race day registration will take place at the start/finish line, located 16 miles south of Mexicali off Hwy. 5 to San Felipe. Follow the pink directional arrows and ribbons. For more information, call 818/340-5750.

New England's **Tommy Norton**, winner of the 1990 Blackwater 100 National Cross Country and former factory KTM rider, will compete on Hondas for the 1992 season. Norton's major sponsors will be Valley Motorsports Yamaha/Honda in Northampton, Massachusetts, and Mirage Studio, creators of the popular Teenage Mutant Ninja Turtles. Norton's Hondas and riding apparel will be decked out with the little green turtle characters.

According to Yamaha Motor Corporation's Tom Halverson, recent order cancelations have made available four **1992 Yamaha TZ250D** road racers. The price tag for each bike is $15,000. If you're interested, call Halverson at 714/761-7311, or Dennis Crane at 714/761-7578.

If **Damon Bradshaw** can extend his Camel Supercross Series win streak to five straight at round six in Atlanta-Fulton County Stadium on February 22, he will move into a three-way tie for fifth on the all-time supercross win list. **Jeff Stanton** and **Jean-Michel Bayle** are currently tied for fifth with 13 wins.

Damon Bradshaw won the Atlanta event last year, and if he can repeat he will join **Mark Barnett** and **Bob Hannah** as multi-time winners at Atlanta-Fulton County Stadium. Barnett and Hannah both have three Atlanta victories, although none came in consecutive years. **Jeff Stanton**, the 1989 winner, and **Jeff Ward**, who won in 1990, also have a chance of joining Barnett and Hannah on the multi-time winners list. Both Hannah and Barnett will be at the February 22 Atlanta Supercross, the last one to be held in the outdooor stadium, to take part in special ceremonies. The 1993 Atlanta Supercross will be held inside the new Georgia Dome.

Defending National Enduro Champion **Jeff Russell** has inked an apparel contract with Fox Racing. Russell is the first off-road factory team rider to be sponsored by Fox.

Motocrosser **Mike Fisher** is still sidelined with the shoulder injury that prevented him from competing in the Seattle and San Diego Supercrosses and doesn't expect to return to action until the March 7 Daytona Supercross by Honda. "My shoulder is getting better, but there's still some problems with tendonitis," said the KTM factory rider on February 18. "I rode hard yesterday and found out it's not strong enough. I could race right now and do decent, but I don't want to ride like that. I want to come back as strong as possible and be able to win." Fisher suffered the injury in 1985 and reinjured it last year in a post-season European supercross race. He further

Southern California hosts Ride for Kids

The rain storms that had caused millions of dollars in damage to southern California obviously cut down on the number of participants who turned out for the first 1992 Ride for Kids in Dana Point, California, on Sunday, February 16. Although little rain fell during the ride from Dana Point to the Del Mar Fairgrounds, predictions of more storms dropped the expected participation by 1000 or more motorcyclists to less than 200.

The American Honda-sponsored events are fund raisers for research on pediatric brain tumors. The rides benefit the new National Brain Tumor Registry and this particular ride raised funds for the University of Southern California Brain Tumor Research Program.

"We know the rain or predictions of rain hurt attendance," said American Honda's Gary Christopher. "We ended up with just under 200 participants and just over 100 motorcycles. But the amazing thing is that we collected nearly $27,000 at the ride and expect that by the time some promised donations come in we will exceed $30,000." A $35 minimum donation per participant was required.

Since the inaugural Ride For Kids took place in Atlanta in 1984, over $1 million has been raised for research on pediatric brain tumors, the most fatal ailment for children in the U.S. Mike Traynor, an Atlanta resident, is the founder of Ride For Kids and this year he'll organize a total of 10 events nationwide. Ride for Kids events will be held in Knoxville, Tennessee, in April; Atlanta and Denver in June; Chicago, Detroit, Dubuque, Iowa, and Marshville, Wisconsin, in July; Marysville, Ohio, in August; and Washington, D.C. in September.

aggravated the injury at the Houston and Anaheim rounds of the 1992 Camel Supercross Series before deciding to take some time off to let the shoulder heal properly.

The Marlboro Roberts Yamaha team of defending World Champion **Wayne Rainey** and **John Kocinski** will use Michelin tires in the 1992 World Championship Road Race Series, despite the fact that Rainey won the title last year on Dunlops. The decision was made after test sessions in Malaysia and Australia. "We both made the decision," Rainey said, squelching rumors that it was Kocinski alone who made the final choice on tire brand. "I went quick enough to help make the decision. The tire performance was very close between the two, but with Suzuki and Honda on Michelin we had to take that element out of it. The Dunlop guys are great and it was not an easy decision."

Wayne Rainey reports that he's pleased with his recovery from a badly broken leg. "I was able to put some laps in and I'm pretty satisfied with the program," he said on Thursday, February 13. "My goal going in was to get within five seconds of what John (Kocinski) was doing in Malaysia, and I got within a second there. I also wanted to be able to drag my knee by the time we got to Australia, and I ended up dragging it on the third lap in Malaysia. It seems like I got an extra 20 degrees of movement once I was on the bike." Although the tests went well, Rainey is realistic when it comes to his chances in the opening round of the championship in Japan on March 29. "Japan is a little close, but we're better off than we thought. I'd like to race for the lead there, but I don't know what my conditioning will be like. I have an open mind about it and I won't push it if it's not ready. The championship isn't won at the first race."

According to Commonwealth Racing team owner Martin Adams, defending AMA 250cc Grand Prix National Champion **Jimmy Filice** will be backed by Camel in the 1992 series. Filice's Honda RS250 will be part of Adam's Camel-backed superbike team of Mike Smith and Tom Kipp.

Randy Mamola appears to be on the verge of resuming his career in the World Championship Road Race Series. Mamola departed for Australia on Thursday, February 6, to take part in a Yamaha test session at Eastern Creek, the site of the 1992 Australian Grand Prix. The Californian has been training at Kenny Roberts' ranch in northern California and will ride one of last year's Team Marlboro Roberts YZR500s: "Right now I have a deal to go test in Australia," Mamola said. "There's nothing signed, but there is definitely something that's trying to be put together. The test will give me some time on a 500 again. All I know is it's one of the bikes that Wayne (Rainey) or John (Kocinski) rode last year and I'll be using Michelin tires." When asked if he was excited at the prospect of getting back on a 500, Mamola summed it up with one word: "Awesome."

Road racer **Rich Arnaiz** will join Baldassarre Monti on Oscar Rumi's Honda team for the 1992 World Championship Superbike Series. Arnaiz, who finished fifth in the 1991 AMA Superbike Championship aboard a Commonwealth Honda, will begin his season with a test session in Italy on March 16. The Italian team will be the only Honda World Superbike team receiving support from HRC in 1992. Arnaiz rode for Oscar Rumi in 1990, winning the European Superbike Championship on the team's Honda RC30.

It now appears certain that **Kenny Roberts, Jr.** will contest the AMA 250cc Grand Prix Series in 1992. According to Kenny Roberts, Sr., his on-going problem with the AMA regarding its placement of stickers may be resolved. "I want him (Kenny Jr.) to ride on the safest race tracks and at this point I think the AMA has the safest tracks." Roberts Jr. rides for Wayne Rainey Racing on an Otsuka Electronics-backed Yamaha TZ250, tuned by Rainey's father, Sandy.

Road racer **Chris D'Aluisio** broke the 250cc lap record at Moroso Motorsports Park in West Palm Beach, Florida on February 9. The New Englander turned a one-minute, 21.14-second lap to shatter the previous mark of 1:23.10 set by Donnie Greene during last year's WERA Pro Series event. D'Aluisio won the 250cc race, beating his teammate Colin Edwards and Greg Esser, and finished second behind Mark Chin in the Shootout race featuring motorcycles of all displacements.

NAMED: Greg Blackwell as president and chief executive officer of Metzeler Motorcycle Tire North America Corp. Bob Gregg, formerly president and chairman of the board remains chairman of the board. Blackwell will be responsible for the company's operations that include Metzeler and Pirelli motorcycle tire divisions.

NAMED: William S. Syfan, 33, as road racing supervisor by American Suzuki. Syfan won the WERA Formula 2 Novice Championship in 1978. In 1987, he begain working as a racing organizer and administrator for the AMA/CCS Southwest Region. He also served as chief rider school instructor and race director for the region.

MOVED: Continental Motosport Club (CMC) has moved its offices to Glen Helen OHV Park. The new address is P.O. Box 9458, San Bernardino, CA 92427-9458; phone 714/880-1733, fax 714/880-1734.

BORN: Charles Murray, son of AMA/CCS Mid-Atlantic Region Race Director David Murray and his wife Mary, on January 8 in Charlottesville, Virginia.

PROMOTED: Richard P. Lague, to the position of vice-president and executive publisher/motorcycle group of Petersen Publishing Co. Lague has been with Petersen since 1976 when he began as publisher of Motorcyclist magazine. He founded Dirt Rider magazine 10 years ago and Super/Moto Cross magazine in 1987. The latter has since been merged with Dirt Rider. Motorcyclist is celebrating its 80th year of continuous publication and Dirt Rider its 10th.

HIRED: Richard "Gunny" Claypoole, as general manager of the Dallas Ricker Raceway Complex in Greenville, North Carolina. Claypoole, who recently retired from the Marine Corps, has managed the U.S. support team effort at the International Six Days Enduro since 1978.

CORRECTION: In our coverage of the February 2 final round of the GFI California Winter MX Series South at Perris Raceway, Mike Chamberlain was incorrectly credited with winning the 250cc Pro class title. Although Chamberlain topped the final round, Joe Waddington is the series champ. The Vet Pro class final standings also should have listed Waddington as the class champion over Mike Preston and Greg Young.

ENGAGED: Bob Ham, longtime lobbyist for off-road interests and the motorcycle industry in California, to A.J. Chai, on February 14 in Sacramento. The couple is planning on a September 12 wedding.

Al Baker, 1951-1992

Al Baker, founder of Al Baker's XR's Only in Hesperia, California, and longtime off-road and motocross racer and enthusiast, passed away in North Hollywood, California, Sunday, February 9. Baker, 41, had been in a semi-comatose, vegetative state since August 15, 1989, after the single-engine light aircraft he was piloting crashed near Williams, Arizona.

Baker is perhaps best remembered for discovering a promising, young, and up-and-coming motocross racer who he took under his wing and guided throughout what would be an illustrious career. That young rider was Johnny O'Mara, who went on to earn the AMA 125cc MX National Championship title in 1983 and the AMA Supercross title in 1984.

Baker first got involved in the motorcycle industry when he opened up a small retail store in Reseda, California, in the late 1960s. A few years later, he formed his second business, Al Baker Research and Development. He soon hooked up with Hiro Honda, the son of Honda Motor Corporation founder Soichiro Honda, and the Mugen racing team as U.S. importer. It was on the Mugen team that O'Mara first made a name for himself, winning the Mid-Ohio round of the World Championship 125cc MX Series in 1980 on the all-white Honda CR125.

An accomplished off-road and motocross racer, Baker carried a number-one plate in AMA District 37 desert racing in the mid-60s and was a factory Kawasaki MX team rider in the early '70s. He also successfully competed in SCORE Baja 500 and 1000 off-road races.

In 1976, Baker formed Al Baker's XR's Only, a high-performance aftermarket company specializing in hopping-up Honda XRs. Also, in 1988 he was hired by Suzuki to design the company's DR line of off-road and dual-purpose four-stroke motorcycles.

Baker is survived by his parents Al and Betty, and two sisters. Plans call for Baker to be cremated, and his ashes to be spread over the high desert in southern California.

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ON THE FRONT PAGE:

Alan Cathcart took a spin on the works Cagiva V591 that twice carried four-time World Champion Eddie Lawson into the winner's circle in 1991. For his full report see page 12. Photo by Patrick Gosling.

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America's weekly motorcycle newspaper

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VOICES Letters to the editor

Heavy metal loudmouths

I have been going to motocross/supercross races for 15 years and never have I been more upset with the attitude of supercross fans than I was at Anaheim. When Jean-Michel Bayle was introduced, he was booed! There was a "Bayle go home" sign above us. Bayle is one of the most gifted racers in the world and I was ashamed for the American supercross fans.

I recently attended a "Harley race" for the first time in about eight years. Although Harley-Davidsons are not my style, I must say that supercross fans could learn something about class from this racing crowd. In truth, the riders could too, like clean racing and good attitudes, something that seems to have vanished in the last couple of years in supercross. Maybe it's just that the Harley crowd was older and more mature at the Pomona Fairgrounds than the heavy metal loudmouths that seem to infest the stadium events. The truth is I enjoyed the flat track evening more and will take my young son to the Harley races long before a supercross race. It's a shame, because I believe motocrossers are the ultimate racers on two wheels.

Steve Miranda
Placentia, CA

Across the pond

I just thought I should make American MX fans aware of how the European fans treated my son, Danny LaPorte, during his endeavors to win the World MX Championship. From my personal observation, the Europeans cheered him when he won and consoled him when things went wrong. They welcomed him into their homes for home-cooked meals and took care of him when he was hurting. And, 11 years later, their hospitality continues. I know the Europeans appreciate the effort it takes for a foreigner to come to their country and compete. Wouldn't it be nice if our fans could show the same respect.

Josephine LaPorte
Yucca Valley, CA

Danny LaPorte was the 1982 250cc MX World Champion . . . Editor.

Godspeed, Dick

Our good friend Dick Bettencourt is gone now. One last trip to Baja, against the doctor's orders, took more strength than the old "Trail Boss" had to spare and he DNF. He will be greatly missed by enthusiasts everywhere who shared his passion for our sport.

But somewhere next weekend, a trail rider will stop to help a kid get his clapped-out two-stroke restarted, and an old pro will pause to give some tips to a novice throwing himself against a hill for the hundredth time. Somewhere two riding buddies will help each other suck their bikes out of a swamp, and another will ride through the dark night of Baja looking for a lost companion. Next weekend, a dealer will help sponsor a promising local youngster and another will open his shop on Sunday morning to help an out-of-state couple get their touring bike back on the road. With each act of this kind, the spirit and determination that defined life for Dick will be reaffirmed.

A fierce competitor of yesteryear, Joe Bolger, once said of Dick, "I kept shutting the door on him, but I couldn't put out the light!"

Life has shut the door on Dick Bettencourt, but the dirt rider's broad grin, by which we all remember him, will light the trail for the rest of us.

Adios, Cannonball!

Don Draper
Phoenix, AZ

Four-stroke award

Just a little note to set straight some facts regarding the WERA Pro Series press release on the FTM & Associates Fram/Bendix/Autolite/RK Chain Four-Stroke Award: The original concept dates back to October 15, 1991, when Frank Miyake of FTM & Associates agreed to post the award. There has already been a winner; Tom Kipp at the 1991 WERA Grand National Final was paid the award after finishing top four-stroke. This was reported by *Cycle News* in its coverage of the GNF.

Aside from the award, FTM & Associates is a significant WERA Pro Series sponsor that is helping the sport to grow. Pro Series anticipates and looks forward to paying the Four-Stroke Award again in 1992.

Evelyne L. Pritz
President, WERA
Hilton Head Island, SC

Honda winless streak

After learning that Damon Bradshaw won the San Diego Supercross, I began to wonder how long it has been since a Honda has not won a supercross this far into the season. I am guessing 1981, when Suzuki was the dominant team.

Stephen Beeler
Port Huron, MI

Your guess is right on the money. In 1981, Honda was shut out of the winner's circle as Suzuki-mounted riders — Mark Barnett, Kent Howerton and Darrell Shultz — won the first seven rounds of the 12-round AMA Supercross Series. Bob Hannah then scored a win for Yamaha, and Barnett came back with three straight wins for Suzuki to win the series championship. Yamaha's Broc Glover won the final round of the '81 series . . . Editor.

Caring and not caring

I would like to acknowledge the responsible actions of Daryl Folks and Scott Morris at the Gold Strike Hare & Hound. They stopped for a downed racer two miles into the race. Daryl stayed with him while Scott went back to the start for help. However, they were not the first riders on hand, two other racers stopped before them but continued on to inform check personnel further into the race. This is blatant irresponsibility as the injured racer was incoherent. Fortunately, Daryl and Scott took the time and found he needed medical attention.

As desert racers, we are all responsible for each other when we are racing. That means *all* desert racers, no one is exempt even if #1 is on the line. Daryl and Scott proved that! Both are winners and are capable of overall victory on any given weekend. Let's all follow their example of sportsmanship and not allow a win to be more important than a life.

Tom Willis
Redding, CA

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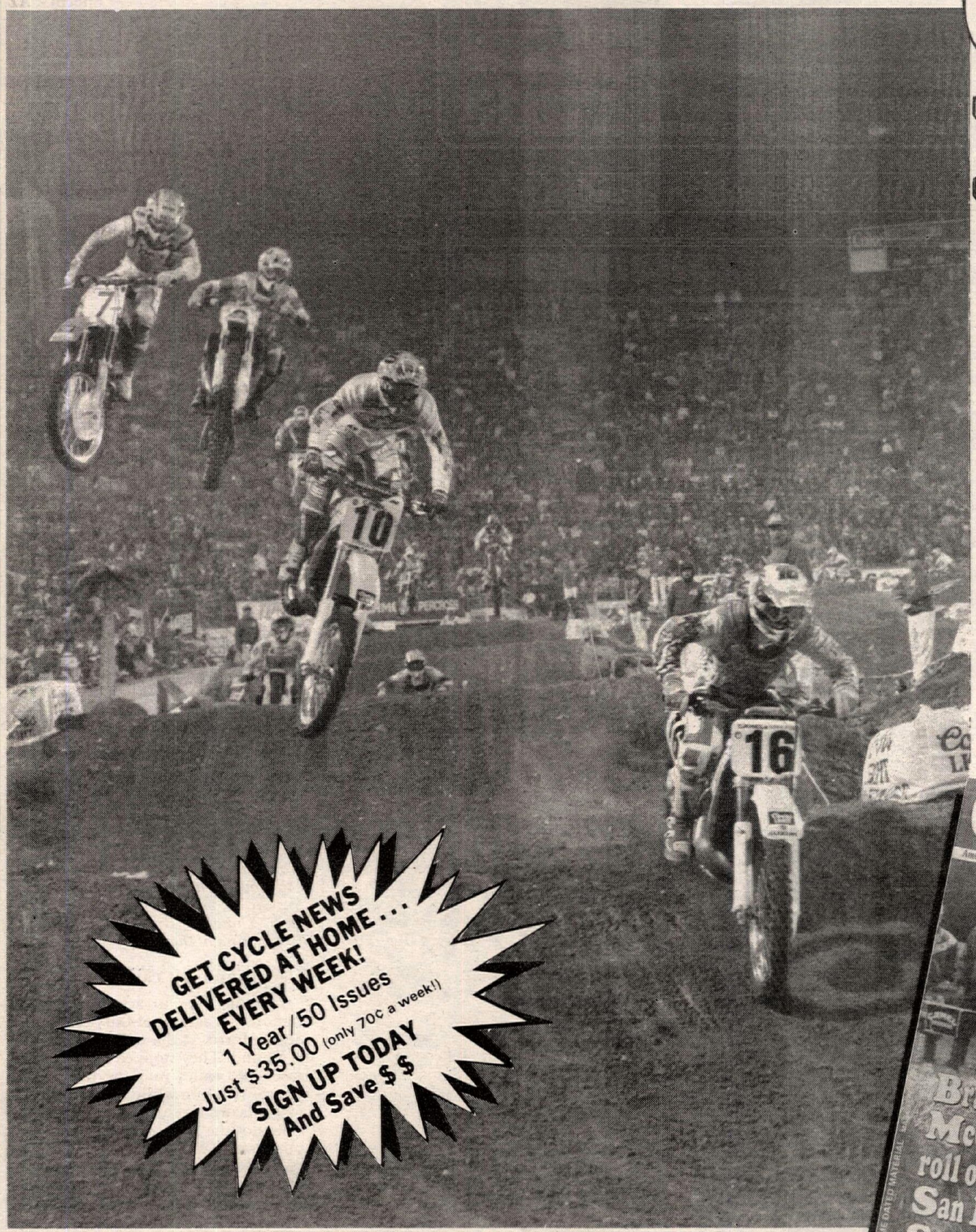

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SPECIAL SUBSCRIPTION OFFER

ENDURO AMA National Championship Enduro Series: Round 1

Three-time National Enduro Champion Randy Hawkins opened the 1992 championship series with a solid win.

Defending National Champion Jeff Russell (1) was the runner-up, finishing three points behind Hawkins.

Hawkins aces Quicksilver National

By Kit Palmer
Photos by Kinney Jones and Palmer

COALINGA, CA, FEB. 16

Team Suzuki's Randy Hawkins, whose three-straight National Enduro Championship title streak came to a skidding halt last year, made it known that he's out for revenge and aiming for a fourth title by soundly beating the field at Quicksilver Enduro, the opening round of the '92 National series.

After approximately 100 miles of almost everything Mother Nature could dish out, including mud, snow, rain, fog, cold temperatures and more rain, Hawkins emerged on top of the charts with three points to spare over runner-up Jeff Russell, the factory KTM rider who ended Hawkins' championship-winning streak last year. When the score cards were tallied, Hawkins had recorded a low 22-point score to Russell's 25.

"It makes me feel real good to start the season off with a win," said Hawkins, who hails from South Carolina. "But there's a lot of racing left; I have to take it one round at a time and do the best that I can. Come the end of the year, it's just a matter of counting up all the points."

"I feel good," said Ohio's Russell. "I knew if I could come to California and finish in the top three, then everything would be okay. It's just the first race, there's eight more to go."

Finishing third, just one point behind Russell, was 1987 National Enduro Champion Kevin Hines, now riding for the Husqvarna team. Hines and Hawkins were Suzuki teammates last year.

"I came here to finish in the top 10," said Hines, who rode a WXE350 four-stroke. "I didn't have my computer set right for the second loop, so I was riding in the blind and that's not how you win National enduros. I was lucky to do as well as I did."

Rounding out the top five overall was Team Suzuki's newest recruit, New Yorker Steve Hatch, who dropped 28 points, and northern Californian Dan Nielsen, who dropped 30 points.

The 21st running of the Quicksilver National Enduro, hosted by the Salinas Ramblers M.C., drew 269 riders. The field included 11 AA class riders, and they were put to the test at the Clear Creek Recreation area in the Cholame Hills approximately 25 miles north of Coalinga. Heavy rain and snow in the central California area throughout the week prior to the event had many riders wondering if the enduro would be canceled at the last moment. Despite the extremely wet and muddy conditions, plus snow at higher elevations, the Salinas Ramblers were determined to run the event.

"We had to make a lot of modifications to the course, mainly because of the snow around the 4000-foot level," said a club member. "We basically had to eliminate the whole second loop. We were just going to run the first 50-mile loop, but we decided to use that loop twice, so we could get 100 miles. AMA rules say that a National must be at least 100 miles in length. There are going to be a lot of C riders hating life, today."

A total of 11 checks were used throughout the two loops, but the sloppy conditions made this year's Quicksilver Enduro more of a survival run than a timekeeping event. Some riders referred to the enduro as "hare scrambles-*ish*." All of the riders were on the gas all day and arrived at most of the checks behind schedule. It soon became apparent that the fastest rider, not necessarily the best timekeeper, would score the overall win.

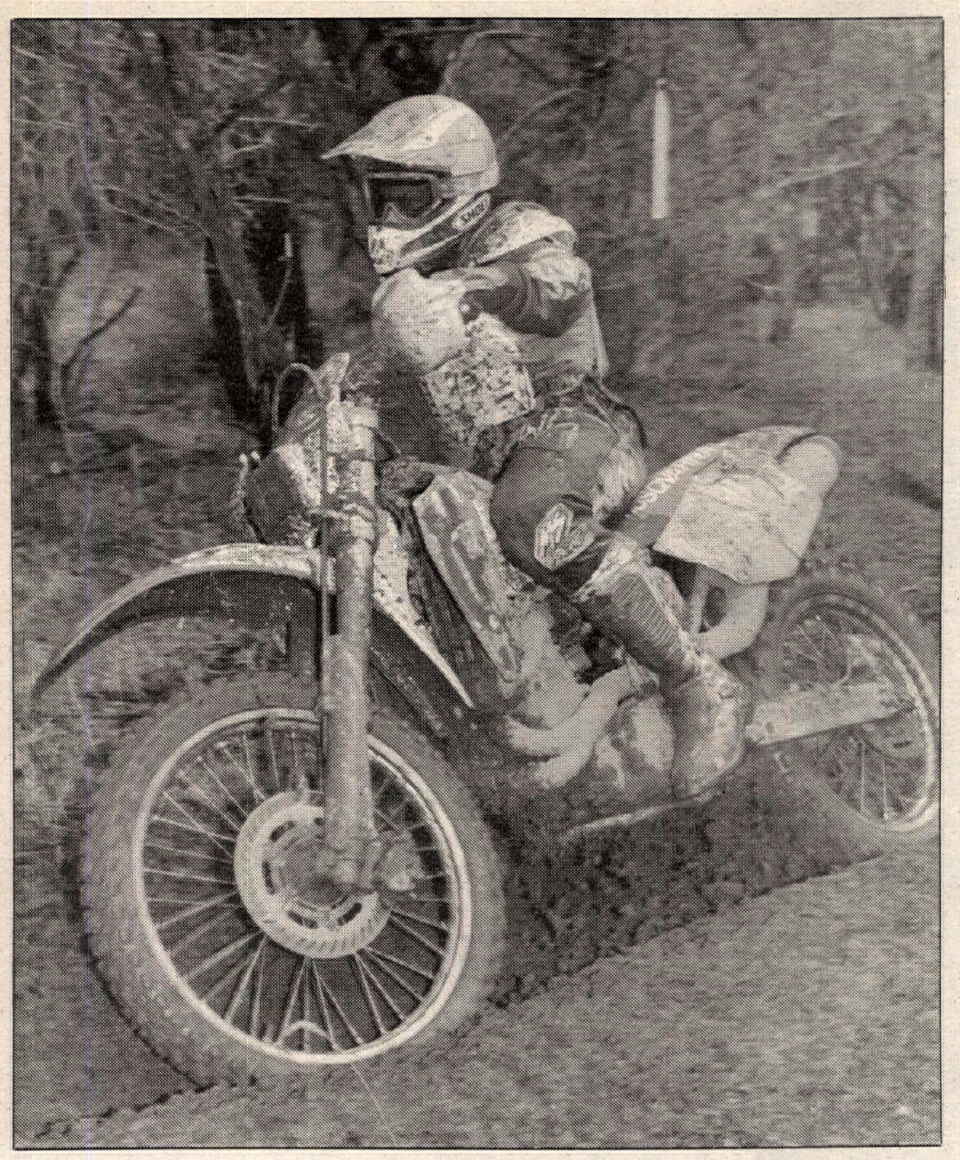
And Hawkins proved that he was the fastest.

"I think the club did an excellent job, with the weather and all," said Hawkins. "These guys burned the midnight oil to make the course passable for us. They deserve a lot of credit."

As far as the enduro, Hawkins said it was fairly uneventful.

"Everything just went really well, and my bike ran great all day long," said Hawkins, who rode a borrowed Suzuki RMX250. "I basically spent the day chasing Steve (Hatch). He was on the minute ahead of me and we had a lot of fun."

The only problem Hawkins had was



Newly acquired Team Husqvarna rider Kevin Hines was third on a 350cc four-stroke.

Steve Hatch's first ride as an official Team Suzuki rider netted him fourth overall.

burning a check at the end of the first loop.

"A lot of people had problems at that check," said Hawkins. "I came up on this hill and stopped to set my stuff (timekeeping equipment) and before I knew what was going on, some guy is hollering, 'Come on in,' and he took our numbers down!"

Hines was also a victim of that check.

"I stopped to check my mileage on the hill and, I guess, the checkers could spot us at that point," said Hines. "I had no idea; I didn't see the check at all, it was pretty far away. I rolled down the hill and there it (the check) was. He (the checker) said he saw me three minutes earlier."

After many complaints by the riders, the check was eventually thrown out.

"It was just a misunderstanding. The check wasn't placed very well," said Hawkins. "Other than that, everything went great. It was a great enduro. I just wish my mechanic Dale Segal was here. He's having his knee operated on today."

While Hawkins celebrated in the Suzuki pits, Russell cleaned up his gear at the KTM camp, content with his second-place finish.

"I was hanging in there, I guess," said Russell, who rode an E/XC250 KTM. "The enduro was a lot of fun, but I didn't ride as well as I wanted to. I guess it was the first one in a while and I was a little rusty. I've been doing a lot of PR stuff lately and haven't been riding a lot. My riding is just a little bit off; just a split second off my decision making. I made a lot of mistakes, like not checking my mileage in the checks. Little stuff like that can make a difference."

As far as the course, Russell said, "It wasn't all that bad, but it sure was cold up on top of the mountains. It was raining and vision was a problem, especially in the fog."

Finishing one point behind Russell in third was Hines, who finished two points ahead of fourth-place Hatch.

Hatch was another rider content with his ride.

"I missed a few checks by a few seconds, and a few sections I'd have a good ride going but end up upside down three or four times, or stuck on a hill or in a mud hole," said Hatch. "One time I put it all together after I got used to the terrain. At first I didn't know how aggressive to be, but in the second loop, I decided to nail it, and it made it a lot easier, just lean back and keep the front wheel in the air."

After spending almost the entire day riding with Hatch, Hawkins said, "Steve is just not used to racing in California and the different terrain. He (Hatch) was on the minute ahead of me; I'd catch him, he'd let me by, and he would stay with me."

"The whole last loop, I didn't have my computer programmed right," added Hatch. "In the last section, I caught Russell who was two minutes ahead of me. I didn't want to burn the last check, so I slowed down and waited for Randy, so I would drop only one point instead of four."

Hatch ended up with two points to spare over fifth overall Nielsen, 28-30. Four points behind Suzuki-mounted Nielsen was KTM's Kelby Pepper, who got off to a rocky start.

"I fouled a spark plug on the start line and I was three minutes down," said Pepper. "I had to work my way back up, then right before the last two sections, the front axle nut came off and I lost another three minutes. Luckily, I was carrying an extra axle nut with me."

Pepper added that he thought the muddy course was, "Not too bad."

"It was rideable," said Pepper. "But bottlenecks on the hills were a problem."

ISDE rider John King finished two points behind Pepper for seventh overall.

"I had a pretty good ride," said King. "There were some bike-eating ruts out there. On the second loop, there were C riders stuck all over the place, so you had to find ways around them. It was really slippery, but big fun."

Local favorite Dave Bertram had a top-five ride going before he ran into problems late in the ride and ended up finishing eighth overall.

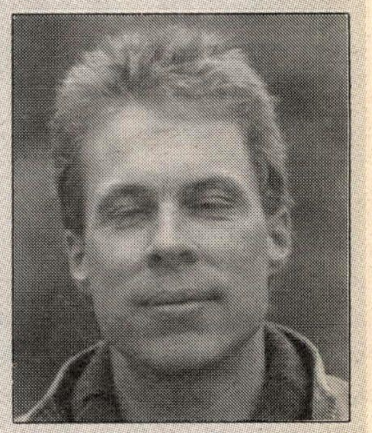
"In the second loop, I got stuck on a hill and just got thrashed," said Bertram, who dropped 46 points. "I just couldn't pick the pace back up."

Alan Gravit of Georgia had a day he would just as soon forget.

"Oh, I made several mistakes," said the factory KTM rider. "The first was right at the start. At 1.7 miles, there was a pie-plate that had an arrow on it and read 'To 2.9 miles.' I just figured *that* was the mileage check, so I reset my odometer and sat there and waited

Continued on page 19

Hines and Husqvarna together again



Five years and two teams later, 1987 National Enduro Champion Kevin Hines is back with Husqvarna. Hines, who first made a name for himself as a Team Husqvarna rider in the late 1970s and early '80s, alongside such teammates as four-time National Enduro Champion Terry Cunningham, Ed Lojak, Mark Hyde and Mike Melton, marked his return as a factory-backed Husqvarna rider at the Quicksilver National.

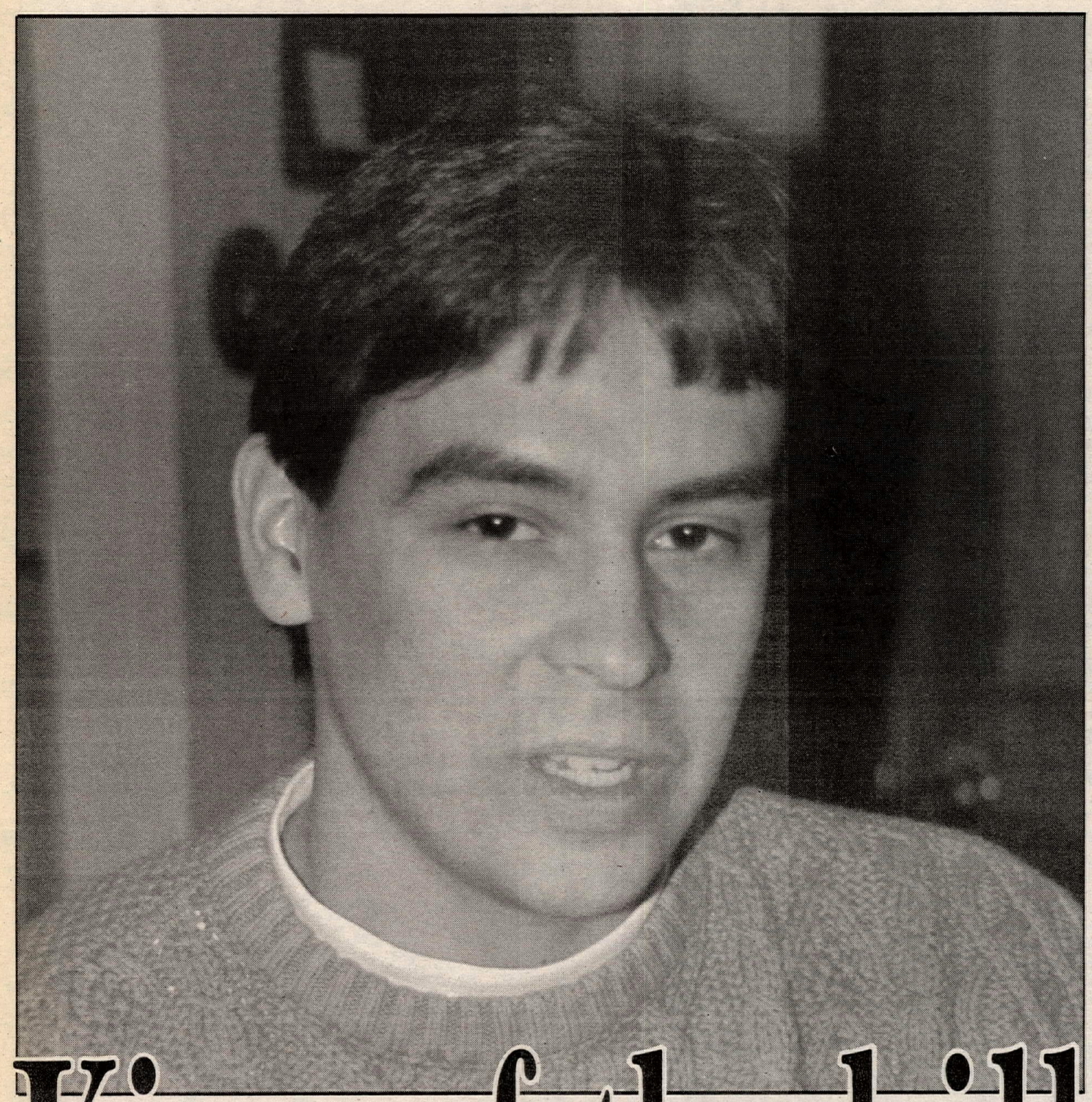
"I am really happy to be back with Husqvarna," said Hines, who resides in Massachusetts. "I basically broke into racing riding Huskys and it just feels great riding them again."

Hines left Husqvarna after the 1986 season, joined the KTM team and proceeded to win his first and only National Enduro Championship title in 1987, which ironically ended Husqvarna's 16-year reign on the National Enduro circuit. Following the 1990 season, Hines joined Team Suzuki for a one-year stint.

Hines inked the deal with Cagiva North America, the Husqvarna distributor, just a few days before heading to California for the opening round of the '92 series.

"I picked up my bike (WXE350 four-stroke) from George Earl at Up-Tite Husqvarna on Thursday, rode it 30 miles on Friday, and that's all the experience I had with it before the National," said Hines, who finished third at the Quicksilver Enduro. "All that was done to it was change the exhaust pipe. Other than that, it's totally stock, right out of the crate.

"I don't have any real four-stroke experience to speak of, but I loved the bike. I came here to be in the top 10, that was my goal," said Hines. "My deal with Husky is help with the development of the four-stroke and ride it in all the events. Results are secondary. But after I get a few events on it, I'll be real competitive."



King of the hill

By Timothy Hall

Last year, Tim Frazier, a 27-year-old rider from rural Lancaster, Ohio, set the professional hillclimbing community on its ear by becoming the first rider to win every round of the AMA National Championship Hillclimb Series. In a sport where first and last place are often separated by less than a couple of seconds, this was a truly remarkable feat. The unprecedented performance by Frazier earned him the 540cc class title for the third time. Frazier, a machinist by trade, is the president of the recently incorporated Professional Hillclimb Association, a rider's association that helps the AMA formulate rules and works to promote the sport of hillclimbing. The association's theme for the coming season is "Hillclimbing is going straight up!" Nobody goes straight up better than Tim Frazier. We recently had the opportunity to sit down with the champ and talk about his sport.

How did you become involved in hillclimbing?

My dad was into motorcycling, and he used to be a professional hillclimber up to about 1972, and (he) started me riding when I was about four on mini bikes. And then when I got around seven or eight, about the time when he quit racing, he used to take me out every weekend. We'd go riding out in Wayne National Forest, and just go trail riding everywhere. When I was 12, he started me motocrossing in the 80cc class. We motocrossed until 1983. After high school, he said it was time to start doing for myself, after all these years of him helping me. I did it (motocross) for a little bit longer, but then I couldn't afford to work a job and do it right, so I had to find another form of motorcycle racing that I could afford, that could pay for itself.

And motocross is an awful lot of work, a lot of racing, and few people can say that their racing actually pays for itself and gives them extra money. So I turned to hillclimbing with the help of Earl Bowlby; he talked me into it. I haven't regretted it one bit. I've been having a good time.

Motocross takes a full-time commitment, just like hillclimbing, but motocross has thousands of riders after so many sponsorships and only so much to go around. There's a lot of riders who were like myself, who did okay, but weren't the fastest ones there, and couldn't afford to keep it up. Right now, there are about 56 licensed professional hillclimbers and the average hillclimb event has about 40 riders. It's more of a unique sport. You have to be able to build the bike and then to be able to ride it. Probably about 75% of hillclimbing is the bike and the rest of it is the rider and luck. And you have to have luck going your way to get a good ride in. You don't get to practice on the hill, so you have to hope your first ride up is good.

How do you practice hillclimbing?

I don't practice on the bike. The fuel is too expensive (nitro-methane) and it's too much wear on the bike. The practice I get is from trail riding and riding with my friends. A lot of my experience came from motocross and riding in hare scrambles and enduros. I did it so much that it made me a better rider. I've never gone down, hillclimbing, never not made the hill or crashed in six years. I don't think you'll find anyone else out there who can say that. Luck went my way. I had my share of injuries in motocross. I broke my collarbone and wrist and assorted injuries that came with motocross.

Who were some of your influences, and how did they help you make the transition into hillclimbing?

I quit motocross and bought a BSA street bike. I wanted it for a road bike just to ride around. I was restoring it, putting it back together when Earl (Bowlby, of hillclimbing fame) talked me into making it into a hillclimber. Mom and Dad were against it, but I did it anyway. So with Earl's help, and later my dad came in and helped too, we built the bike. Five weeks later I got my pro license. When it comes down to people who help me with hillclimbing, Earl gave me advice of what did and didn't work before, and still does, and his son Gary and my dad build everything and still do today. Gary mainly helps me get the engines ready and Dad builds the frame. Each hillclimber is a unique bike that a person has built on their own, built the way they like it. It's not like you can buy a bike off the showroom floor and go racing. A lot of people in the 540cc class are doing that but they still need changes to be competitive. They need to lengthen the bike and most run on alcohol or nitro mix.

So a stock bike won't do very well?

Well, a new guy starting, like someone from motocross wanting to go pro hillclimb, they could very well go on a single 500cc two-stroke motocrosser. But after they convert it, and do the work, they'll probably only get about 90 horsepower out of it. On the other hand, a four-cylinder or good running twin will be pushing 100-130 horsepower. The two-stroke will be lighter, and handle better, and that will help on certain hills that are more technical. But on open, fast hills, where horse-

power takes over, they won't be able to keep up, usually.

What was the main reason that you did so well last season?

Last year made my sixth year, and I've got a lot of experience riding each hill in the series and that helps out a lot. The people who help me prepare my bike, my father Dick Frazier and Gary Bowlby, we really had a good bike. It ran really good all last year. We didn't have one breakdown. I had good luck and some other riders didn't and that all helped to put me on top.

Last year, you said you would likely do another season in the 540cc class before moving up to the 800cc class. Is that still your plan, and is it necessary for a rider to move up?

In the 540cc class right now, you have the top 10 riders or so who can win, but the main competition comes from the top five. In the 800cc class, any of the top 10 can win on any day. They run so close. They run within hundredths of a second of each other. In my class, you normally only find that in the first and second place, then it drops off. There's just a lot more competition. We won the 540cc class championship in '88, '90 and '91, and we're starting to feel that it's time to move up. We plan on moving up for the 1993 season. I want to bring my new bike into the 800cc class; my Suzuki GSXR750. This year I'll be riding two bikes, my (old) BSA and a new BSA with a lot of modifications.

What kind of changes are you seeing and want to see for hillclimbing?

Like motocross, more of the riders are wearing the sharp racing suits and custom helmets. It helps promote the professionalism of the sport. MJ USA supplies my outfits and keeps me looking good. I just worked out a deal with Keith McGrath of McGrath Graphics and he'll provide a custom paint job on my helmet. I have a lot of really helpful sponsors. My mom and dad help with my travel expenses. Diamond helps with chain and Barnett with clutches. And my wife Lisa is certainly a sponsor.

We hope to expand the season to 15 events (this year's series has 10 rounds). That would be a really full schedule. We are always looking for new, good hills to climb!

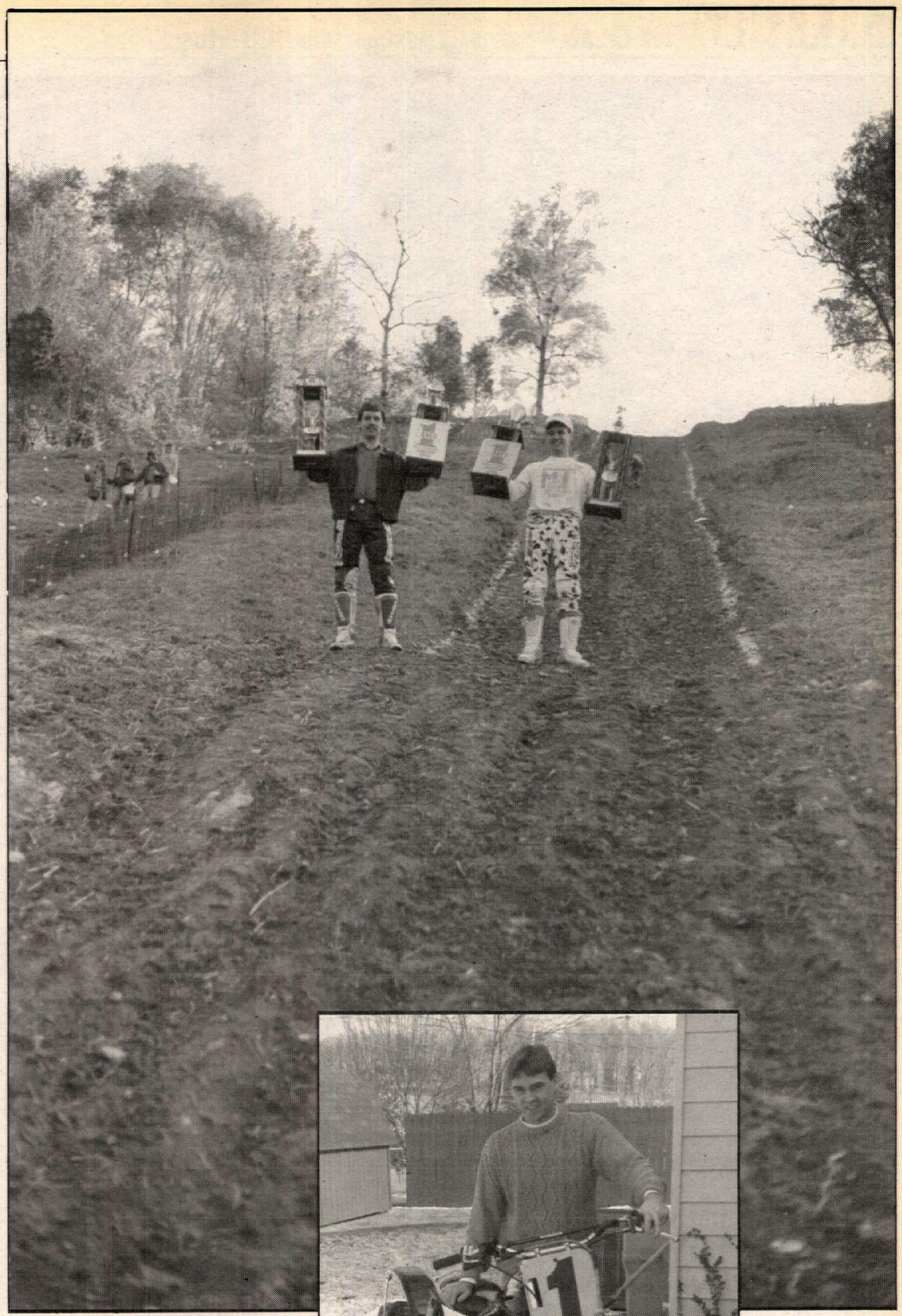
We would like to see more participation from West Coast riders. They run their program quite a bit different than we do. Our hills are straight, and scored based on time. Their hills have a lot more turns and switchbacks, obstacles like deep ruts. They have a good program, but I feel we are more organized. I do understand the problem because of the travel involved. But maybe one day we'll meet in the middle. But that's just talk. And I would like to see some of the East Coast professionals get invited to the French Invitational. I think we could hold up our end, but we haven't yet been invited.

To wrap things up, take us on a climb and tell us what it takes to turn in a winning run.

Coming off the line straight. One of the biggest parts to hillclimbing is that to go fast you've got to stay straight and on the ground. I like getting in the air. It looks good but you are slowing down when you're in the air. If you come off the line a little crooked you might have to shut down to get it back straight. One little bobble one way or the other can cost you the race in a few thousandths of a second. You want to come off the line nice and straight with full throttle and stay on the ground. Then you'll have a fast ride. A fast ride is when you get to the top of the hill and you can't remember what you just did! If you have memories of coming off a jump wrong or not doing something right, you didn't put in a fast ride.

Finally, we've heard that the legendary Earl Bowlby has retired. Is he really going to quit hillclimbing?

He's been saying he plans on building a 500cc Suzuki and running in that class. That would really bring a lot to the 540cc class — Earl Bowlby, 10-time National Champion in the 800cc class, racing again. That would bring out his fans. We planned on honoring him at the annual banquet, but we said (jokingly) we'd give him one more year to make sure that he was done. But you never know with Earl. CN



To the victors go the spoils: Tim Frazier (left), the 540cc class champ, is joined by Lou Gerencer Jr., the 800cc class title holder. (Left) Frazier and his title-winning BSA.

HARE & HOUND AMA National Championship H&H Series: Round 2

Winner Larry Roeseler (3) swapped the lead many times with teammate Ted Hunnicutt (1) throughout the 100-mile race.

Roeseler scores Moose Run win

By Anne Van Beveren
Photos by Tom Van Beveren

RIDGECREST, CA, FEB. 9

Dust-free conditions provided an exciting finish at the 42nd running of the Four Aces M.C.'s Moose Run National, as Kawasaki Team Green's Larry Roeseler dashed across the finish line to score the overall win just 38 seconds ahead of teammate Ted Hunnicutt.

Roeseler, riding a Kawasaki KX250, and Hunnicutt, aboard a KX500, were never more than half a minute apart for most of the 100-mile event. At times the two racers swapped lead positions back and forth in the clear air left by two days of rain in the Teagle Wash riding area.

"With no dust, you could stay right behind somebody and that made it a lot closer," said Roeseler. "Today it was easier to follow than it was to lead, so we took turns in front."

Roeseler made sure he had the lead in the final section of rocky hills and stayed in front all the way to earn important points towards the prestigous championship title that has eluded him for six years.

The promise of National and AMA District 37 points coupled with perfect riding conditions attracted 550 riders to the Moose Run National. But the pre-race rain became a mixed blessing when it washed out one of the main access roads to the riding area. Many Los Angeles-area racers were forced to take a 40-mile detour and officials delayed the start half an hour to accommodate late sign-ins.

Team Green's Paul Krause was at the head of the pack when the banner finally dropped at 9.30 a.m. The Kawasaki KX500 racer led the way south from the starting line at Trona Road and flashed past the bomb just ahead of Hunnicutt and ATK's Don Griewe. Defending National Champion Danny Hamel was battling Roeseler for sixth when he reached the bomb.

With one win in the seven-race series already under his belt, Hamel was hoping for back-to-back wins to open up an early series points lead, but his hopes were dashed when he went down hard just three miles from the start.

"I rode conservatively until I got to the bomb, then I started passing people one by one. I was doing well but I hit a rock that I didn't see and crashed," said the Team Green rider.

Hamel returned to the pits, shaken and bruised, with a broken throttle cable. "My knees are a little bit sore but other than that I'm fine," he said.

Krause was the next rider to go down. He led through the first check but came to grief in a wash near the five-mile mark.

"We got into a little creek that just happened to be full of water and I clipped a rock and went over," said Krause, who was soon back on the bike, but Hunnicutt and Roeseler had already shot by.

Jeff Kawell wasn't as lucky when he hit a wet spot at the 10-mile mark. The Kawasaki KX125 pilot slid out awkwardly and suffered a dislocated shoulder.

The first loop circled southwest towards Highway 395 and then headed north to Navy Road. It doubled back to the pits for an alternate gas at 40 miles then ran back towards Navy Road for another 18-mile loop.

Hunnicutt led the way in the early going, while Roeseler made the most of the wet ground just a few feet behind him. A wet handgrip that kept spinning on the bars had Krause struggling to stay in third, and Griewe was falling back steadily.

"I went all the way back to 10th in the first few miles because I was on someone else's bike," said Griewe. "I just rode it as it was and it wasn't set up for me at all."

The lack of dust helped racers who had slow starts. Jeff Capt took four kicks to get his Kawasaki KX125 underway but soon moved up to challenge 125cc class leader James Summers. Vet racer Paul Ostbo was also gaining ground.

"I was the last one off the line," said Ostbo. "I got a four-kick start and then I got a rock in the eyeball. I had some focusing problems for a while there."

Hunnicutt and Roeseler ran neck and neck all the way through the first part of loop one, trading off the top spot over miles of fast-paced, choppy terrain. "The course was all right. It was just really choppy," said Hunnicutt. "There was choppy cross-grain almost the whole way."

"I thought this was probably one of the best Nationals that I've ridden in a couple of years," said Over-38 class rider Bill Maxim. "There was enough technical stuff where you could catch guys and get by them, and there wasn't that much fast stuff where the local guys could get away."

Roeseler had the lead as he completed the first 40 miles and headed into the alternate gas, but Hunnicutt was less than five feet behind him. They entered the Kawasaki pit together and after a few frenzied seconds, it was Hunnicutt who led off into the 18-mile second part of the first loop.

"I had to take my shoulder pads off and that took a couple of extra seconds," said Roeseler. "They came apart and unscrewed near the end of the first section."

Jimmy Lewis brought his KTM 250 into the pit one minute behind Roeseler, and Krause and fellow Kawasaki KX500 racer David Ondas hit pit row side by side in fourth. Griewe thundered through at the head of the Four-Stroke division in sixth overall, with Kawasaki KX500-mounted Chris

Dave Ondas was fourth overall and third in the Open class.

Paul Krause led the pack at the bomb and eventually finished third overall.

Crandall, and Kawasaki KX250 riders Dan Richardson and Roger Hurd, and Honda's Dan Ashcraft in hot pursuit. Parry was half a minute ahead of Ostbo in the Vet division in 14th overall; Capt was two places ahead of Summers in the 125cc battle, and Maxim had his work cut out trying to deal with Senior rival Richard Jackson.

The lead battle raged on for the last 18 miles of loop one. Roeseler and Hunnicutt were still side by side when they hit pit row for the second time, but this time Roeseler was out in front. The other positions stayed much the same, except for Lewis, who arrived four places back in seventh and lost more than a minute gearing up for the second loop.

"I hit a rock with my foot about five miles from the end of the loop and it caused me to cartwheel. I broke my helmet and tore my chest protector off, so I had to stop and put on new gear," Lewis said.

The KTM privateer, Lewis, dashed into loop two and did not stop to check his injuries until the race was over.

"I thought my toes were sore but when I finally took my boot off I knew I'd done some damage," said Lewis. "I was too scared to look at it (the foot), but I guess I broke some of my toes."

The next day Lewis had to have surgery on the foot.

"I had to have them operated on and I've got some wire and some pins in my foot right now," said Lewis from his home two days after the race.

The 40-mile second loop ran east through Searles Valley, turned north towards Navy Road and then headed into a grueling technical section through the mountains. The top-running duo made short work of the first 30 miles.

"We had a great time," said Hunnicutt. "With no dust you could literally get 10 to 15 feet behind a rider and key off him. You could see everything he did and make up for any mistakes he made. We just keyed off each other and swapped positions every now and then. We did that 90% of the race."

Capt and Summers were still nose to tail in the 125cc battle, and Ostbo and Parry were dicing in Class 30. "We hung together for about the first 15 miles of the last loop," said Parry. "Ostbo stretched it out and I got tired."

But tired then was nothing compared to what the last 10 miles would bring.

"The second part of the loop — that was a bit sadistic," said Over-38 racer Bob Wadlow.

"It was one rocky hill after another. I don't think there's any hill out there that they didn't take us over," said Honda pilot Richard Jackson. "Every one we'd come to, I'd think this is the last hill before the finish. If there's another one of these, I'll die. But when you got to the top, there'd be another rock pile and another trail on the other side."

Ostbo attacked the rocky terrain with a vengence and rocketed up five places.

"I wish there'd been more rocks," said Ostbo. "I really started to feel good in the second loop and I picked off a lot of people. The young bucks were getting tired in the whoops. They need to work out more."

The rocks began just as Hunnicutt launched his final assault on Roeseler. A slight bobble put him behind the leader and, in his rush to catch up, he made a second mistake just three miles from the finish.

"I hit a rock with my rear wheel and it spit the bike around 180 degrees. I went down in the rocks and hurt my ribs," said Hunnicutt. "At that point there was no way I was going to catch Roeseler. There wasn't enough time and I knew I wasn't going faster than he was in the rocks. There's nobody better than him there."

Nevertheless, Hunnicutt closed to within half a minute of his teammate but time ran out. After two-and-a-half hours of racing, Roeseler crossed the line with a 38-second margin to take his first overall win and his second 250cc class win of the series.

"It was a good race all day," said Roeseler, who is backed by Kawasaki Team Green, FMF, Race Tech, Tsubaki, Shoei, Bel-Ray, Renthal, Oakley, Trick, Thor, Acerbis and Scott. "I would lead for a while then Hunnicutt would lead. We went back and forth all day. The course was a little fast but the conditions made it fast, too. It was marked really well."

Don Griewe was third off the start but dropped back to fifth at the checkered flag.

Hunnicutt was holding his ribs when he dismounted in the finish chute.

"It hurts pretty bad," said Hunnicutt. "Falling ruined my plan. I was going to make my move in those last few miles."

Krause crossed the line two minutes behind Hunnicutt for third, and Ondas kept a steady pace going all the way to fourth.

Griewe scored the Four-Stroke class win in fifth, despite losing his rear shock five miles into the second loop, and Ostbo topped the Vet class in sixth, six places ahead of class rival Kenny Parry.

Lewis brought his KTM home in seventh overall for second in the 250 class, edging Ashcraft by just a few feet.

Open Expert Robert Laughlin blasted up from 13th at the beginning of loop two to claim ninth at the finish, ahead of Richardson and Crandall.

Capt held Summers at bay all the way to 15th overall to take the 125cc win and Maxim topped Wadlow for Over 38 honors. Corey Mitchell led the Amateurs home in 57th overall, just ahead of Lost Coyotes clubmate Damon Cardone. Anna Cody Merritt topped the Women's division in 70th overall, and Dustin Householder led the Novice charge. CN

Results (Unofficial)

O/A: 1. Larry Roeseler (Kaw); 2. Ted Hunnicutt (Kaw); 3. Paul Krause (Kaw); 4. David Ondas (Kaw); 5. Don Griewe (ATK); 6. Paul Ostbo (Kaw); 7. Jimmy Lewis (KTM); 8. Dan Ashcraft (Hon); 9. Robert Laughlin (Hon); 10. Dan Richardson (Kaw); 11. Chris Crandall (Kaw); 12. Kenny Parry (Kaw); 13. Todd Peugh (Kaw); 14. Brent Fox (Kaw); 15. Jeff Capt (Kaw); 16. James Summers (Yam); 17. Donald Franklin (Hon); 18. Bill Fullmer (Hon); 19. Roger Hurd (Kaw); 20. Abe Baumann; 21. Scott Morris (Kaw); 22. David Rhodes (Hbg); 23. Roger McCabe (Kaw); 24. Todd Hoy (KTM); 25. Ron Wehr (KTM).

OPEN EX: 1. Ted Hunnicutt (Kaw); 2. Paul Krause (Kaw); 3. David Ondas (Kaw).

250 EX: 1. Larry Roeseler (Kaw); 2. Jimmy Lewis (KTM); 3. Dan Richardson (Kaw).

125 EX: 1. Jeff Capt (Kaw); 2. James Summers (Yam); 3. Jason Ingersoll.

OVER 30 EX: 1. Paul Ostbo (Kaw); 2. Kenny Parry (Kaw); 3. Roger McCabe (Kaw).

OVER 38 EX: 1. Bill Maxim (Kaw); 2. Bob Wadlow (Yam); 3. Richard Jackson (Hon).

OVER 50 EX: 1. David Rockwell.

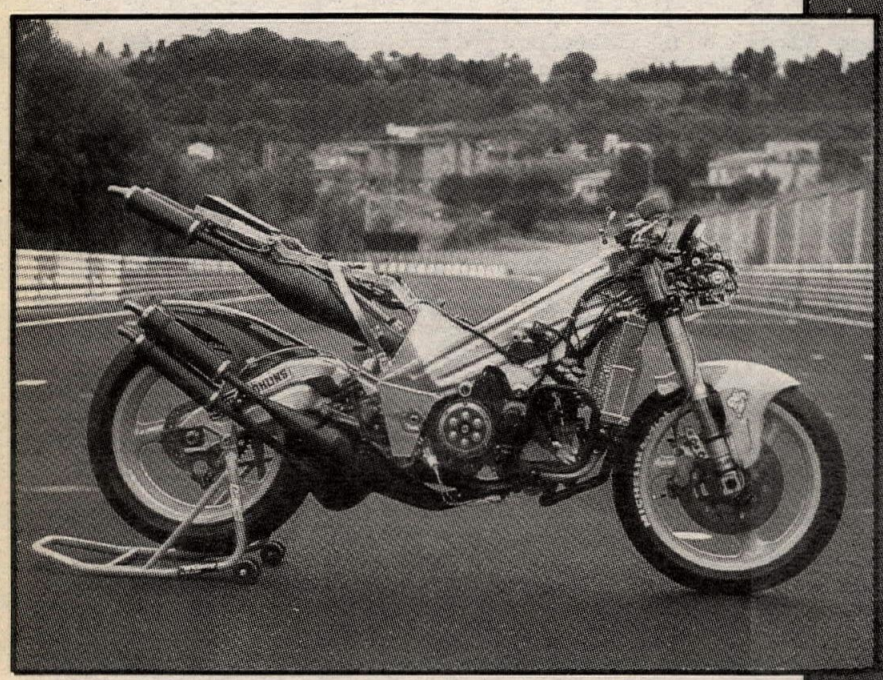
4/STRK EX: 1. Don Griewe (ATK); 2. Donald Franklin (Hon); 3. Bill Fullmer (Hon).

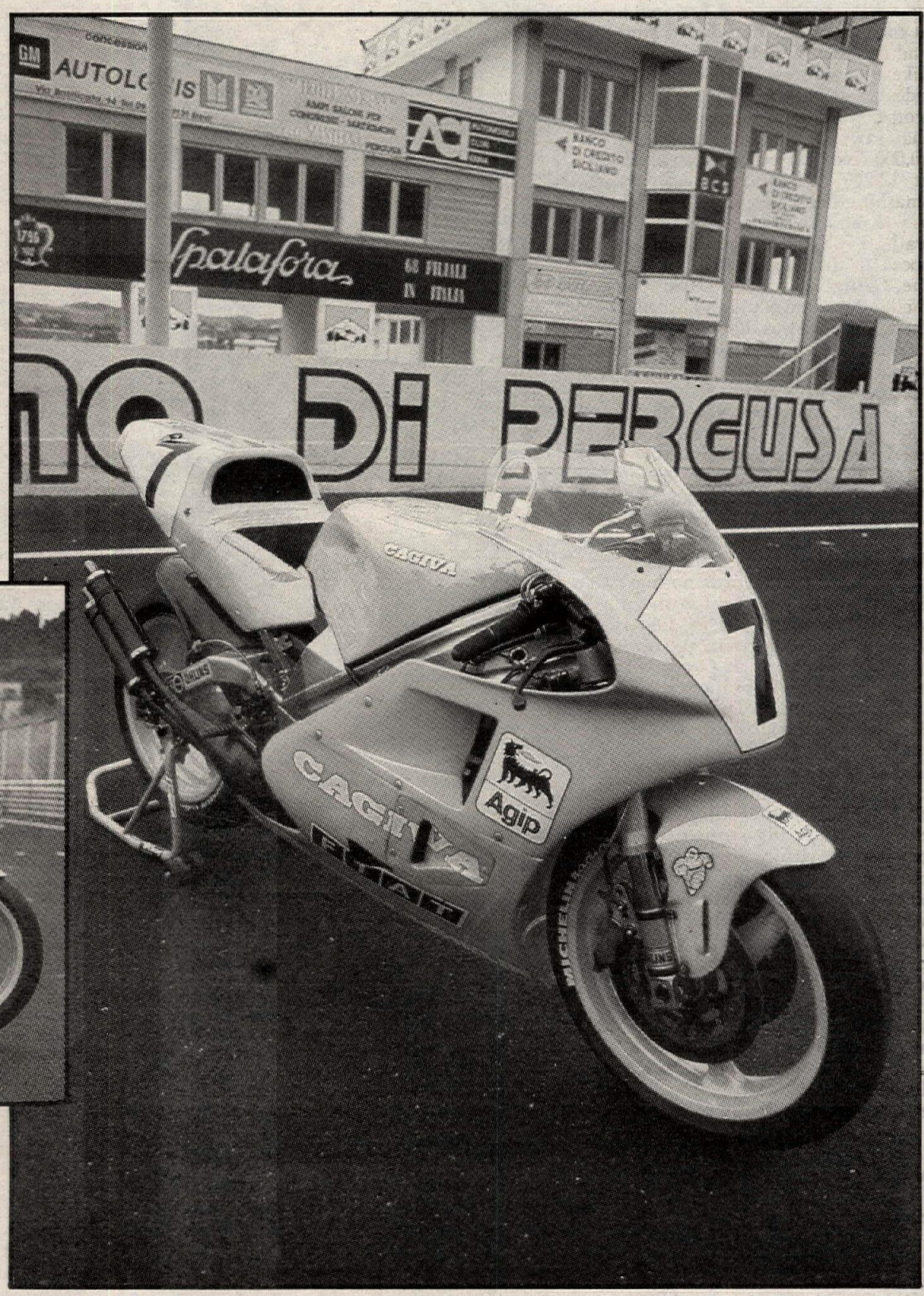
AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES POINT STANDINGS: 1. Larry Roeseler (51); 2. Paul Krause (46); 3. (TIE) Dave Ondas/Ted Hunnicutt (33); 5. Danny Hamel/Jimmy Lewis (30); 7. Paul Ostbo (28); 8. (TIE) Dan Richardson/Chris Crandall (22); 10. Don Griewe (16); 11. Kenny Parry (11); 12. Brandon Gerber (12); 13. Dan Ashcraft (13); 14. (TIE) Robert Laughlin/Todd Peugh/Roger Hurd (12); 17. Dwight Rudder (17); 18 (TIE) Billy Fullmer/Brent Fox/Lee Scheffers (18).

Getting serious in Italy

By Alan Cathcart
Photos by Patrick Gosling

A way from the rumbling background of political strife which dominated the 1991 Grand Prix road race season, and with due deference to Yamaha and Wayne Rainey's feat in scoring back-to-back 500cc title wins for the first time in a decade, one feature of GP racing's elite class stood out above all others last season: Eddie Lawson's feat in turning the Italian Cagiva team into genuine contenders for the first time since the Castiglioni brothers' factory built its first 500cc race bike exactly 10 years ago. Of course, it wasn't an achievement brought about solely by the efforts of the four-time World Champion: such a claim would ignore the tireless efforts of the talented, committed engineers and race team personnel operating out of the Varese factory's well-equipped race shop, who at last have given the deeply enthusiastic Castiglioni brothers, Gianfranco and Claudio, some reward for the billions of lire they've invested in GP racing over the past decade. More to the point, in a year when Cagiva's presence was more crucial than ever to the overall spectacle of the 500cc GP class, which gridded a mere 13 starters at the midseason Austrian GP, two of them Cagivas, the fact that the Castiglionis were persuaded to overturn their announced decision to withdraw from racing at the end of 1990 made the payoff they received after doing so all the sweeter — and underlined the truth of the old axiom: a year is a long time in the world of racing.





In the hands of "Steady Eddie" Lawson for just one year, the Cagiva V591 has become a genuine contender in GP road racing. "Immense" is what we call its achievements.

But if Lawson isn't solely responsible for Cagiva finally getting on the pace after all these years, he sure as anything gets the most credit for their doing so. For a start, it's doubtful if the Castiglionis would have continued in racing had Eddie not signed to race the bike this season; they were deeply disillusioned as the Randy Mamola era at Cagiva drew to an end in 1990, and crowd-pleasing antics appeared to have assumed precedence over a serious effort to become competitive.

Lawson's arrival not only gave the brothers new heart, it also revitalized the men on their race team, led by engine designer Ezio Mascheroni, chassis man Luigi Botta and race engineer Fiorenzo Fanali. Lawson's arrival gave their efforts a new focus — but his influence goes beyond mere presence, because from Day One at Cagiva, Eddie demonstrated the level of commitment to excellence that has made him the most complete rider of the modern era — and the men at Cagiva responded in kind: they did it his way.

Lawson's Way dictated a pace of development and a readiness to experiment that catapulted the red Italian bike on to the front row of the grid — ahead of Doohan's Honda — for the first time ever by the fifth race of the season, on home ground at Misano. When Lawson led the first lap of the Italian GP and put a Cagiva in the winner's circle for the first time ever in the dry by finishing third (with teammate Alex Barros fourth, just to show it wasn't a fluke!), it was proof that even though the red bike was still evolving rapidly, it was already competitive.

From being the Latin no-hoper with pretty bodywork which occupied a valuable role in filling up the grids so as to make it look like the winning Japanese factory bike had actually had to work for victory, the Cagiva was paid the compliment of being confirmed as a genuine contender by the posse of Japanese technicians who started hanging around the Cagiva pit and taking photos of the bike when it appeared unclothed.

They weren't the only ones: suddenly journalists, whose hitherto marginal interest in the Italian team had been awakened by the news of Lawson's signing, found themselves with another stop to make on their rounds of the 500cc class elite — even if they seemed less concerned in recognizing the extent of the team's achievement in getting on the pace than pressuring them to do the truly impossible and go from backmarkers to race winners in six months!

By the time Lawson repeated his Misano rostrum place at Paul Ricard by defeating Kevin Schwantz's Suzuki fair and square with a Cagiva that was obviously faster than the Japanese bike in a straight line down the Mistale Straight, even that goal seemed no longer out of reach. Sadly, a front end problem shared with fellow Michelin users Honda, meant the season ended on a disappointing note, with both Lawson and Barros injured: but Eddie's sixth place in the points table, with a bag of finishes in third to sixth place ahead of all but the very best of the Japanese factory bikes, proved Cagiva really is in business at long last. Grazie, Eddie.

Having ridden each version of the works Cagiva every year since 1984 and the days of the C-type square-four design, my season-end appointment with Lawson's V591 was something to look forward to even more than usual. Two days in early October watching a curtain of rain shrouding the garage door at Mugello while a pair of V-4 Ladies in Red awaited my pleasure meant the suspense had to be prolonged, followed by a polite request not to come to Jerez in November, after all — it turned out Cagiva was testing Dunlop tires, to see if maybe a change of rubber supplier wasn't advisable. But at last the chance to sample 'la macchina di Lawson' came just before Christmas at a damp, windswept Pergusa speedbowl in Sicily — and it was well worth the wait.

Results in the history books speak for themselves, of course, but with a change of rider and other variables entering into the equation, I think only someone fortunate enough to

have ridden both the latest Cagiva and its 1989 predecessor can measure the true scale of the Italian company's achievement: it's immense.

That '89 bike was an animal: with an extreme 60/40 forward weight bias, traction was a constant problem, plus it was very nervous and twitchy even in a straight line, and braking hard at the end of any half-decent straight had the back wheel trying to flip the bike into somersault mode. Not very rideable — but the engine was almost worse, with a razor-edge powerband that saw power come in sharply at 10,000 rpm and peter out so abruptly at 12,200 rpm you had to beware smashing the screen with your helmet as you ran into the metaphorical brick wall. It was also severely down on speed to the Japanese opposition. If the Castiglionis had pulled out of racing then, you couldn't have blamed them, the bike was that bad.

Yet in the space of little more than a year, Cagiva produced the present bike which my Pergusa ride proved to me is light years better than its flawed forebear. A lot of the credit for that goes to race engineer Fiorenzo Fanali, Lawson's former mechanic in his Agostini Yamaha days who joined Cagiva a year ahead of Eddie, and is largely responsible for the ordered development and pragmatic engineering that ensued. (Worth noting that Fanali joined Cagiva for the 1990 season, Eddie Lawson in 1991, followed by none other than Ago himself, recently announced as Cagiva's team manager, for 1992! Full circle!) Fanali's influence, coupled with that of Ron Haslam during his single injury-troubled year as a Cagiva rider, resulted in a 1990 bike that was already a considerable improvement on the '89 house of horrors, but still only represented a stepping-stone to 1991's paragon of virtue. So while a more rational chassis design (with 53/47% weight distribution) and less radical steering geometry made the bike more stable, there was still a traction problem, and though the engine had a 400-500 rpm overrev capacity for the first time, it didn't make good power low down, and in the form I rode it at Rijeka at the 1990 season's end, had a hole in the powerband around 9500-10,000 rpm that really affected acceleration out of a slowish turn.

More work needed, signori — only this time you have Eddie Lawson aboard to supply a constant flow of feedback, suggestions, advice and encouragement.

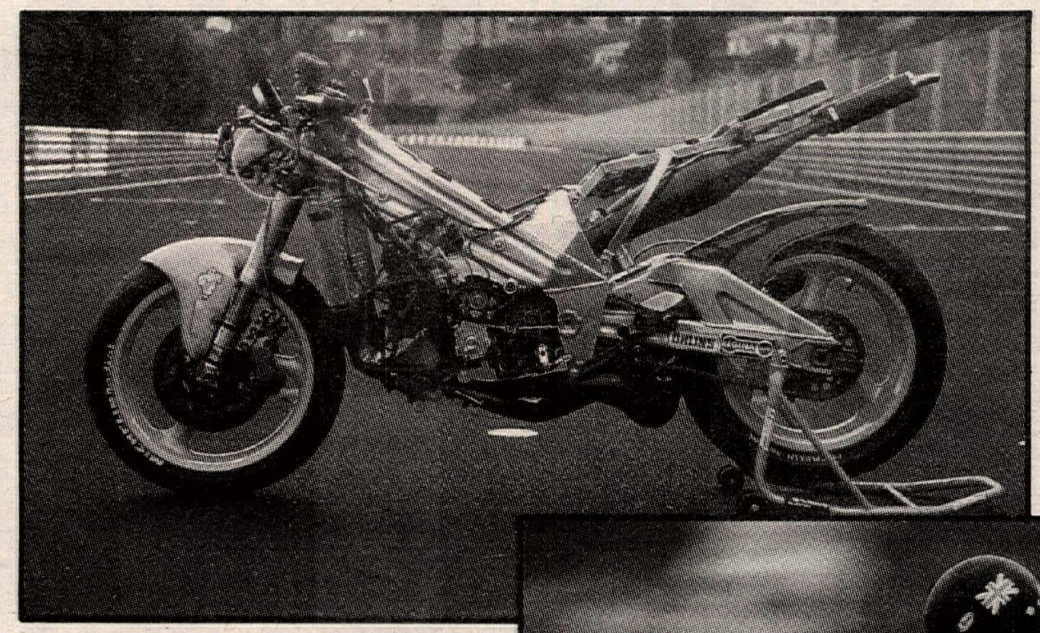
Proof of how readily Cagiva's engineers responded came sooner rather than later in 1991, and in the sixth race of the GP season, on the world's fastest GP race track at Hockenheim in Germany, we had the incredible sight of Lawson qualifying the Cagiva in third place on the grid, ahead of the entire fleet of factory Yamahas. All those many clever people at the Italian factory needed was some focus, and leadership from a rider they respected. That's how GP racing's minor miracle happened in 1991.

That, and a lot of hard work which saw a constant flow of new parts and changes both minor and major to setup throughout the season, including five different basic chassis designs, six different versions of the five transfer/three exhaust port cylinders, and 10 different exhaust pipe designs, keeping the red bike on the pace all season long. Cagiva didn't just match the pace of Japanese factory development, they exceeded it for the first time ever, aided by the telemetry they employed all season long which gave a constant flow of valuable data.

So, when Lawson identified a front end problem most probably due to the engine being in the wrong place, chassis designer Luigi Botta or his mid-season successor Romano Albesiano, who took over after Botta was drafted over to pen the chassis for the upcoming four-stroke Cagiva-Ferrari four-cylinder street bike, were able to produce an all-new frame in two days flat — from blank sheet of paper to finished product!

That's mind-blowingly quick by any standards, and gives some idea of how slick an operation the Cagiva effort now is. Making that major a change so fast — and getting it right — is something even the Japanese factories would have a hard time doing, especially midseason. Cagiva's reaction time is a key factor in their sudden competitivity — but first they needed someone who could point them in the right direction: that's Lawson, and listening to him has put the team on the right road.

That's especially true of the V591's engine performance, which is far more user-friendly than anything from the pre-Lawson era, though to be fair the team already had their all-new '91 engine cast up ready for assembly when the Castiglionis announced their temporary pullout at the end of the 1990 season.



The 286 lb. V591 seems very small for a 500cc GP bike. It offers easy steering and brilliant braking.

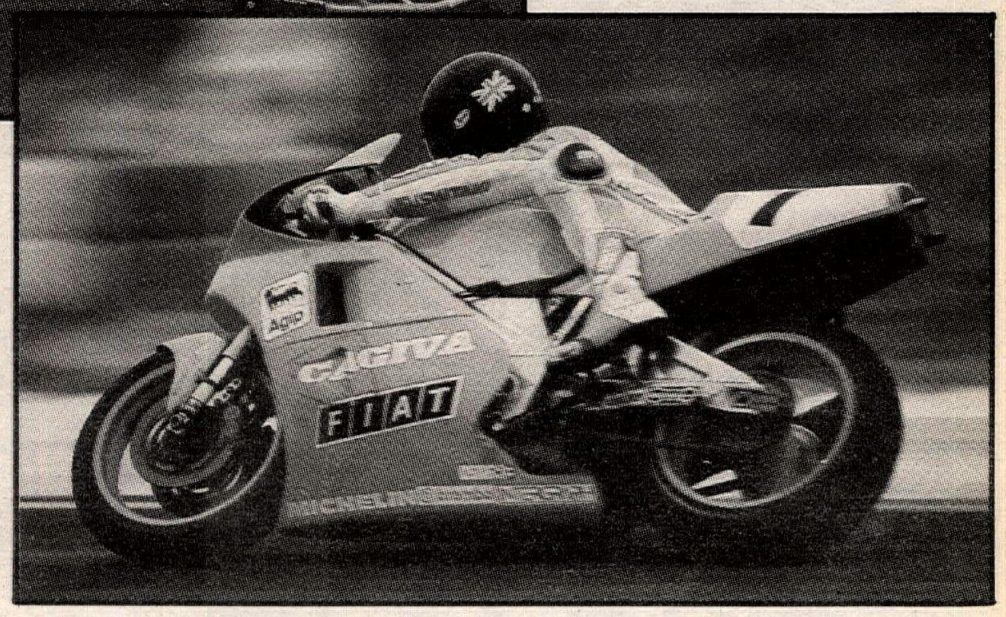
Work only restarted in November when it became clear Lawson was going to sign, and that meant the '91 bike that qualified and finished sixth in the first race of the season in Japan was built in just three months — including designing two new chassis after the IRTA tests at Jerez in February. But the basic engine configuration stayed the same all year, with a wider 80-degree included angle between the two pairs of cylinders on the twin-crank, crankcase reed-valve V-4 — 10 degrees wider than in 1990 so as to change the inlet shape and increase the total area of the reed boxes. However, every race saw a new flow of parts, especially different shapes and layouts of the reeds which combined with different cylinders, exhausts and variable ignition timing, obtained by changing programmable EPROM chips on the Kokkusan digital system, to vary the power curve depending on the needs of the circuit. This was the key area of engine development the team focused on — not so much outright power, though the '91 motor gives 169 bhp at 12,000 rpm, 5 bhp more than last year, but improving the bottom end delivery and acceleration.

The V591 Cagiva has 15% more power at 8000 rpm than its predecessor, says engine development man Andrea Goggi, and the same at 10,000 revs: that's a lot, compared to 'only' 3% more power at the top end, and emphasizes the direction that 500cc GP development is currently targeted at: making the phenomenal power outputs of these half-liter projectiles more controllable low down, to broaden the powerband and soften the delivery.

You notice the difference immediately when you ride the bike, especially on a patchily damp Pergusa track where the sudden power delivery of the V591's predecessors would have sent my pulse rate into fast forward. Whereas the '89 Cagiva was basically unrideable much below five-figure mode, and hit the powerband with a fierce belt that either created or added to its traction problems, the '91 bike is practically a super-roadster in GP racing disguise, making usable power as low as 7500 rpm and peaking at 12,000 revs. That's already a big improvement in useability, but the real crack is the midrange performance, which bears no comparison with the previous motor: instead of the flat spot around 10 grand I grappled with on the '90 bike at Rijeka — a hole in the powerband that put the Cagiva at a severe disadvantage with its rivals — the '91 model has a really noticeable surge in engine revs from 9000 to 11,000 rpm: engine speed picks up very quickly and if you, ahem, aren't ready for the dose of extra revs and power your right hand has suddenly presented you with, this can cause a lurid slide on a damp track. Cagiva now has the luxury of sometimes softening this rush of power — which is only caused by the speed with which the engine picks up revs, not a hiccup in the power delivery — by leaning out the midrange on the 35mm Mikuni carbs, which from Assen onwards were fitted with electronic power jets for the first time, giving improved acceleration as a result.

But if Lawson's riding style, which places a lot of emphasis on bottom end drive out of turns, meant Cagiva had to increase power low down, they didn't neglect the other end of the powerband, because for the first time there's a really strong degree of overrev on tap, beyond the 12,000 rpm peak power figure. Holding a gear in the middle of the 'long' second chicane at Pergusa saw the needle run up to 12,800 rpm before the power really started to dip, making it possible to save a couple of gear changes without power tailing off. However, whereas before this was a vital missing link in Cagiva engine development, because there wasn't so much power low down, now it's just a convenient added bonus that might come in useful occasionally, but isn't so important. Because the engine makes much better power low down, so long as the gearbox is correctly set up using the choice of six different ratios for each of the six speeds, you don't need to use all those revs: just shift up a bit over the peak of the 12 grand power mountain to make sure you took full advantage of it, and save the rest of the overrev unless you really need it. Riding the bike like this would also be a factor in the Cagiva's A+ mechanical reliability record last season — only one machine-related retirement, at Jarama, with a dud ignition, but while that says a lot about the way the red bikes are built and prepared these days, it's almost a comment on the way they're ridden.

Though the powerband is so much wider than before on the Cagivas, the Japanese haven't been idle either, and with the '91 Roberts Yamahas reputed to be revving to 13,000, and the Honda making strong power smoothly from even lower than the Italian bikes, there's still more work to be done, especially in terms of broadening that explosive midrange acceleration band: at the moment, the Cagiva's power delivery has rather too many layers — it needs to be more linear, and for the engine to pick up revs faster all the way through the powerband. But they're surely getting there.



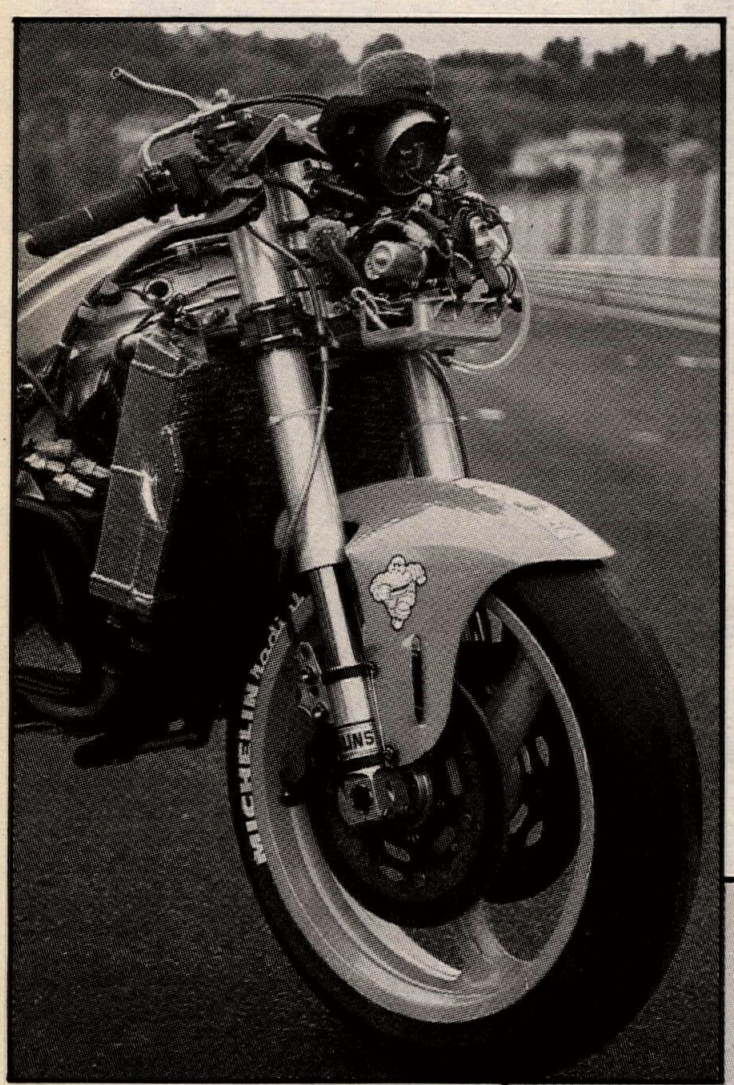
One thing that hasn't changed, though, is the traditional rather notchy Cagiva gear change, which is still as mechanical-feeling as ever compared to a Japanese works bike, and on the bike I rode, has such a harsh change between bottom and second that I tried to avoid using it altogether, even on the slowest of the Pergusa chicanes before the pits. Felt like excessive backlash as you go through neutral in either direction, so maybe only a function of the way that gearbox was assembled or had worn, but it wasn't a specially nice change, even in the other ratios.

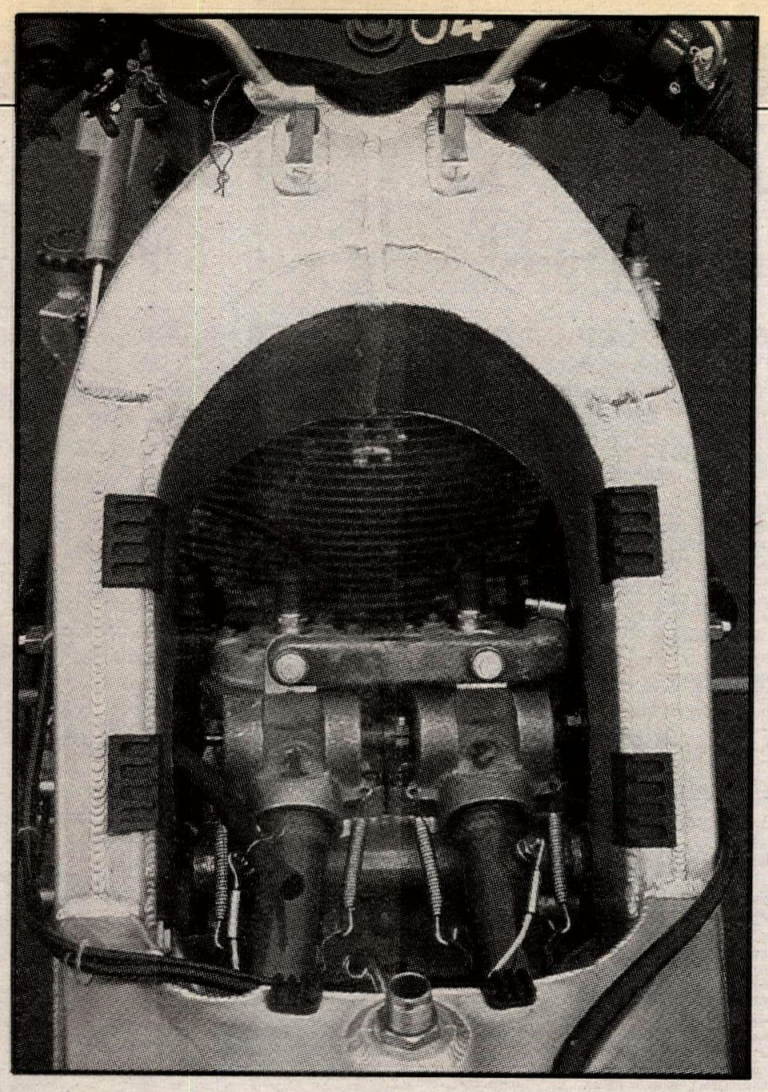
No such reservations about the chassis, which is the final version designed by Romano Albesiano for the

TEST Cagiva V591

team's last GP of the season at Le Mans to try to cure the front end grip problem all Michelin runners were by then afflicted with: actually, he made two between Brno and Le Mans, but this was the one Lawson opted for! The result is a bike that, again compared to anything Cagiva had ever built before, is like night and day, and which moreover comes out near the top of the class in any comparison with a Japanese factory V-4.

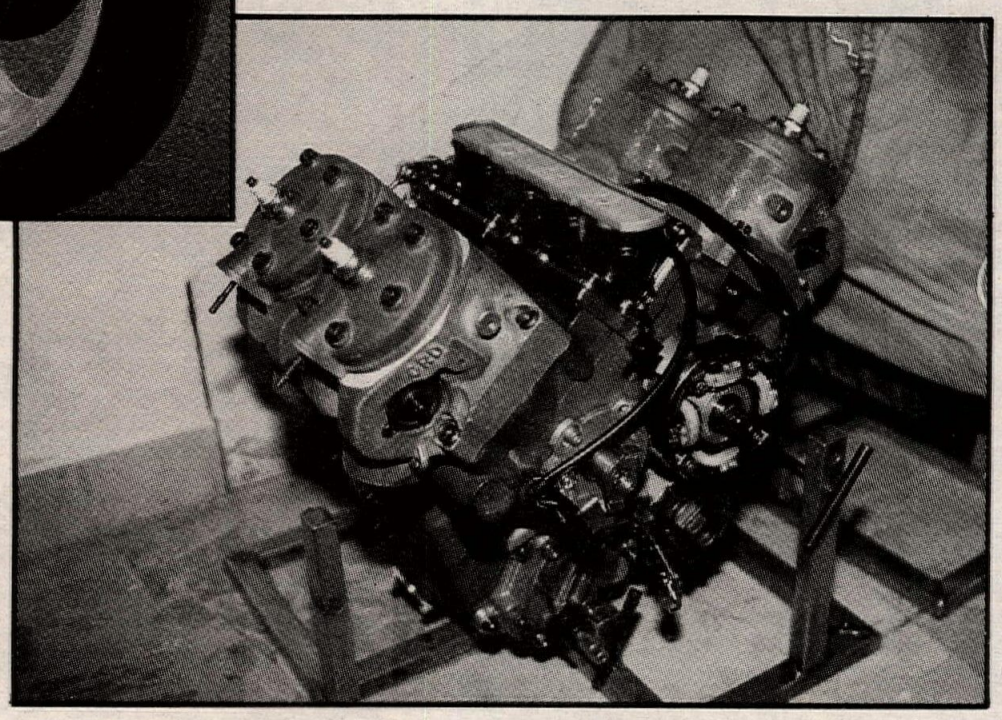
For a start, the Cagiva seems very small for a four-cylinder 500, and it's extremely light and easy-steering, almost like a jumped-up rather heavier 250. The carbon front brakes worked





The water-cooled V-4 is housed in an aluminum twin-spar frame made of Carpental 7020 alloy. Brembo brakes are utilized, front and rear.

brilliantly in spite of the long Pergusa straights and ultra-fast fifth-gear sweepers round the volcanic lake which forms the crater where the track is situated, dotted with chicanes to break the monotony and turn a 155 mph lap speed into a 100 mph one! Even on a cold December day the brakes didn't cool off enough on the fast bits to give anything other than total response when I needed to stop for the artifical twisty section — but the thing that impressed was the balance Cagiva has obtained between stability and easy steering. The bike sat rock solid round those ultra-fast turns, only a hardish setting on the rear shock causing it to hop a little over the many ripples and bumps in the newish tarmac. But on smooth bits, there was no wobble or wiggle as I might have expected on a bike that steers so lightly and quickly into a turn on the brakes, yet can be flicked from side to side in a chicane so easily. Honestly, it's so nimble you forget it's a 500 — till you crack the throttle open, that is! Do that on the one chicane at Pergusa that was totally dry for my test, and that's when you realize Cagiva's traction problems are long gone: the bike puts the power down really well out of turns, aided by that low-down power delivery and meaty midrange. It's a very nice bike to ride, especially as a flat track like Pergusa wouldn't have exposed the front end problem



The 498cc reed-valve two-stroke pumps out 169 horsepower at 12,000 rpm. The V592 was clocked at 188 mph at Hockenheim last year.

which clouded the end of the Cagiva team's '91 season — even if I'd been able to push the bike hard enough to discover it! You've probably got to be a Lawson or a Doohan before this kind of factor gets to be critical — or painful.

This fine balance between high-speed stability and low-speed steering response was obtained with a steering geometry that is frankly conservative: the team did experiment with a more extreme chassis design employing more radical geometry, but Lawson didn't care for it, preferring instead the current more stable setup, then fine-tuning it to get the responsiveness he wanted without sacrificing stability. On the bike I rode, that means a 24° head angle and no less than 105mm of trail: the chassis is multi-adjustable for the first time on a Cagiva, with not only the head angle variable by one degree either side of the 24° setting by means of different inserts which can then be rotated conically for fine-tuning, but also the swingarm pivot adjustable too. Next year the team plans to have a new variation of the chassis which will enable the engine location to be readily varied in any direction to optimize weight distribution, thus eliminating the need to revamp the frame every time they want to try a different setup. At this stage, the Ferrari-built carbon fiber chassis employed in 1990 will likely make a reappearance in all-new form: the fact that it can't be modified like an alloy frame, but has to be completely remade, has prevented its use in this evolutionary year. But one feature from the first Cagiva-Ferrari has been held over to Lawson's V591, which unlike any of its Japanese rivals has the engine rubber-mounted in the frame, to eliminate vibration in the interests of optimizing carburation, says Andrea Goggi.

After 10 long years of quixotic endeavour as the sole serious European rival to the might of Japan in the topmost class of motorcycle road racing, 1991 was the year the Cagiva factory finally made the grade. Aided by an FIM rule change which increased the minimum weight to 286 lb. so that for the first time they weren't laboring under a weight handicap of up to 33 lb. compared to the Japanese, the Castiglioni brothers have assembled a top-notch team of engineers who needed only the impetus of a genuinely top rider to galvanize them into competitivity. The results speak for themselves: top Michelin runner on the grid at Misano, the Cagiva at Hockenheim was trapped at 188 mph, only a couple of mph down on the Honda, and during 1991 proved time and time again that only the last few refinements of performance prevent it from emulating its Ducati sister in the Castiglioni empire and becoming a genuine challenger to the Japanese for race honors at world level — a fact which makes FIM President Joe Vaessen's preposterous assertion that the red Italian bike is simply a rebadged Yamaha all the more wounding — since it happens to be completely untrue. Instead, the bike that Eddie rides is a two-wheeled Euro-challenger to the might of Japan, and with a winter of intense development ahead to refine the bike still further, improve acceleration and with Michelin's help eradicate that front-end handling problem, 1992 is set to be the Year of Europe in the 500cc GP sporting world, as much as in the European community's political and economic sphere. Come to think of it, a blue flag with those neat yellow stars wouldn't look entirely out of place on the flanks of the red Cagiva in 1992, signori. CN

Specifications

Cagiva V591

Engine type ..... Water-cooled 80-degree V-4 crankcase reed-valve two-stroke with twin contrarotating crankshafts and electronic powervalve
Bore x stroke 56x50.6mm
Displacement 498cc
Horsepower ..... 169 bhp at 12,000 rpm
Compression ratio 15:1
Carburetor ..... 4x35mm Mikuni dual-body with electronic powerjet
Ignition ..... Kokkusan electronic programmable digital CDI
Transmission .... 6-speed extractable
Clutch ..... Multiplate dry (7 steel/6 fiber)
Chassis ..... Aluminum twin-spar frame in Carpental 7020 alloy
Front suspension ..... Ohlins OUT inverted telescopic forks
Rear suspension ..... Fabricated aluminum swingarm with single Ohlins shock and rising rate linkage
Wheelbase 1410mm
Head angle ..... 24 degrees (variable +/- 1° via inserts/eccentric adjustment)
Trail 105mm
Weight ..... 286 lb. dry
Weight distribution 53/47%
Front brakes ..... 2x285mm Brembo carbon discs with four-piston Brembo calipers
Rear brakes ..... 1x220mm Brembo steel discs with two-piston Brembo calipers
Front tire/wheel ..... 12/60-17 Michelin radial/3.50 in. Marchesini wheel
Rear tire/wheel ..... 18/67-17 Michelin radial/6.00 in. Marchesini wheel
Top speed 188 mph (Hockenheim)

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(#154A) '91 Buchanan MX Nationals
48 minutes from Powersports Video.

(#152A) '91 Axton MX Nationals
48 minutes from Powersports Video.

(#155A) '91 Southwick MX Nationals
48 minutes from Powersports Video.

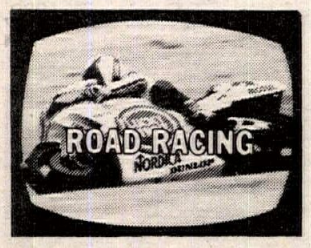
(#156A) '91 Troy MX Nationals
48 minutes from Powersports Video.

(#157A) '91 Washougal MX Nationals
48 minutes from Powersports Video.

(#158A) '91 Binghamton MX Nationals
48 minutes from Powersports Video.

(#159A) '91 Delmont MX Nationals
48 minutes from Powersports Video.

(#162A) '91 Millville MX Nationals
48 minutes from Powersports Video.



(#78A)1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

(#80B) 1991 Japanese RR Grand Prix
52 minutes from Motovideo.

(#96B) 1991 Australian RR Grand Prix
52 minutes from GP Video.

(#81B) 1991 USGP Laguna Seca
Different than the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 and 250 classes, sidecars too. 52 minutes from GP Video

#(82B) 1991 Spanish RR Grand Prix
52 minutes from GP Video

#(83B) 1991 Italian RR Grand Prix
52 minutes from GP Video

#(84B) 1991 German RR Grand Prix
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#(85B) 1991 Austrian RR Grand Prix
52 minutes from GP Video

#(86B) 1991 European (Spain) RR Grand Prix
52 minutes from GP Video.

#(87B) 1991 Dutch RR Grand Prix
52 minutes from GP Video.

#(89B) 1991 French RR Grand Prix
52 minutes from GP Video.

#(90B) 1991 British RR Grand Prix
52 minutes from GP Video

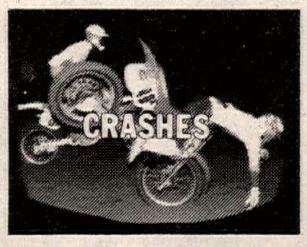
#(91B) 1991 San Marino RR Grand Prix
52 minutes from GP Video

#(92B) 1991 Czechoslovakian RR Grand Prix
52 minutes from GP Video

(#94B) 1991 Isle of Man
For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91-Seven Days in June brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 52 minutes from Powersports Video.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

(#410) 1990 World Superbike Season Review
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.



(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.

(#66) Motocross Crash and Burn II
"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageouus over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross.

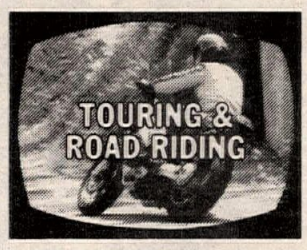
(#105) SX Thrills, Spills and Chills '90
You've seen the commercials - now buy the video . . . Great entertainment at parties. 30 minutes from Motovideo.

(#125) Bike Havoc
The 1st-ever all-motorcycle "Havoc" video by More Entertainment. Features 55 minutes of catastrophe with the likes of Randy Mamola, Christian Sarron, Dave Thorpe, Wayne Gardner, Kevin Schwantz, Eddie Lawson and more. A variety of crashes from road race GP's TT's, MXGP's, Drags, and Paris-Dakar. From Motovideo.

(#146) Speedway Wipeouts, Bikes & Babes
Lots of highlights from Ascot Speedway's Thursday night classics; spectacular speedway motorcycle & quad crashes, and the famous Ascot bikini contestants. 60 minutes from Motovideo.

(#147) Mud Wars
One big video with highlights of the Blackwater 100 Classic featuring endless crashes, mud baths, drown-outs, loop-outs, endos, and a cast of thousands - the Mud Fleas! 60 minutes from Motovideo.

(#12A) The World's Greatest SX Races
Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.



(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

(#120) Ride America Package
Experience Ride America - a brand new series of motorcycle videos. Ride two of the greatest motorcycle roads in the United States with multi-award winning film and television director Peter Starr and his guests. Get California's Highway 1 and Colorado's "Million Dollar Highway" for one low price! From Jigsaw Home Video.

(#121) Ride America: Highway 1
This 60 minute video takes you up the legendary northern California coast via Highway 1, from the Golden Gate Bridge on up, for a breathtaking 130 mile journey in your own living room! From Jigsaw Home Video

(#122) Ride Am.: "The Million Dlr. Hwy."
Experience the wonder and beauty of Colorado's Million Dollar Highway in the fall colors season with 130-mile mountain road excursion through the heart of the San Juan Mountains. From Jigsaw Home Video

(#14B) 1991 N. American Speedway Final
The last race held at Long Veterans Stadium on 3/2/91, turn out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#45A) 1990 Speedway US Nat'l C'ships
This climax to the 26 week long quest of races brings out the best of the top 18 speedway racers in the US to determine who carries #1 in 1991, in this 1 night winner-take-all event. 60 minutes from RAZ Video.

(#123A) 1991 Calif. State Speedway C'ship
Sixteen of the best riders in the United States race on California's longest speedway track in the 24th running of this prestigious event. 70 minutes from RAZ Video.

(#134A) '91 CA State Sidecar Speedway C'ship
See the crazy 1000+cc New Zealand sidecars race on the long Glen Helen track. Watch as Kawasaki, Yamaha, Suzuki, Ducati, MotoGuzzi and Harley powered sidecars race to decide the CA State Speedway Sidecar Championship. 60 minutes from RAZ Video.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best, 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Parnelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walldurn, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross — Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes. By Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

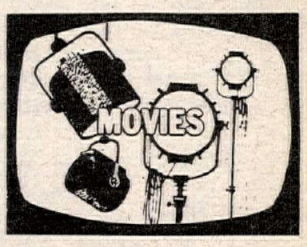
(#100) Rick Johnson's "Motovation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video.



(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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INTERVIEW 125cc MX World Champion Stefan Everts

Not so basic training

By Davey Coombs

When 125cc World Champion Stefan Everts lined up at the starting gate on January 18 for the first AMA Camel Supercross of his career in Houston, Texas, it marked a milestone in the 19-year-old Belgian's life.

It wasn't the fact that Everts was finally in America — he'd been here twice as a kid. It wasn't because Houston was his first big stadium race — the Suzuki factory rider had already competed in major indoor events all over the world. What made Everts' appearance on the floor of the Astrodome that January night so special was the fact that he was no longer in the army.

"In Belgium every boy must go into the army when he is 18 years old," says Everts of his conscription. "He must stay for 11 months. My army service started on December 2, the day after the Tokyo Supercross, so I was to stay in through September. I had to learn to shoot a gun, stand in line for a long time, and march. You know, 'One-two, one-two.' But after the first month it was fixed so that I didn't have to stay."

Everts was released on December 31, 1991 when a government official pulled him out of the ranks to work as an intern.

"The ministers from Belgium can each take one boy from the army to work in their office. Sylvain Geboers (Everts' team manager) fixed it so that I would be chosen to work in an office."

So why is Everts racing supercross in American rather than pouring coffee or sorting papers in Belgium?

"They don't need me," he says.

Not that American supercross racers need Everts, either. Starting in the spring of 1989, Frenchman Jean-Michel Bayle began a devastating assault on the prestigious Camel Supercross Series tour, culminating in last year's sensational triple crown victory in which he not only won the Camel Supercross title, but the 250 and 500cc outdoor National Championships as well. Bayle's success seems to have left some Americans with a bad taste for touring international stars like Everts. At the Anaheim Supercross, both Europeans were booed during the opening rider introductions by the partisan crowd. Everts says that such unkind cuts don't bother him.

"I am not here to take any rider's factory ride away," says Everts. "I ride for Suzuki of Japan and I am only here to prepare for my first year in the 250cc World Championships. American Suzuki is helping me with a truck and a mechanic, and they have been a great help. I do not plan to return after the GPs to race the (fall 125cc) Nationals. And after that, I do not know."

Even though Everts says that a Bayle-like extended American stay is not at the top of his list, many draw comparisons between the two European stars.

"I do not think about Bayle or what Bayle has done," says Everts. "I never think about what he is doing. My visit is almost the same as his was in '89, but this was my idea. But I am sure some people see it the same."

With Everts riding with number 111, the number Bayle first used in the U.S. , and training for the 250cc class after a 125cc title, it's not hard to understand the feeling of deja-vu.

"I think that Everts looks up to Bayle a lot, his qualities and all," says five-time 500cc World Champion Roger DeCoster, who was instrumental in Bayle's initial American tour and remains one of the Frenchman's bosses at Honda. "He wants to do things the same way that Bayle did. Stefan came over here to learn the circuits and American way of racing, but it's a little different than it was for Bayle. Stefan has support from Amercian Suzuki and Japan, while Bayle had to buy his own motorcycles and mostly support himself. Maybe it's different now because of Bayle."

How does Everts compare to Bayle?

"He's relatively close to where Bayle was in his first supercrosses," says two-time Camel Supercross Champion Jeff Stanton. "They have the same style; Everts just seems to be copying what Bayle did. He's young and he's still learning. He'll do good."

Stanton doesn't foresee any problems with another foreign invader coming over to his turf.

"I've raced enough with him to know what he's after. He just wants to be the best, so let him come over," said Stanton.

The idea to come across the Atlantic to try racing supercross first developed in Everts' mind after the Paris Supercross in 1990.

"I won the 125cc class at Bercy that year, which led some to think that I would be coming even sooner," said Everts. "I asked Syvain about the possibility of coming here to race and train because I knew it would be good training for the GPs. We asked Suzuki of Japan to think about it and they said they were interested. So now I am finally here.

"It is different to race against the Americans now. When they are in European supercrosses they do not try so hard. It is like, you get the holeshot, you win. If a rider starts fifth, he will finish fifth. Not everyone is fighting to get to the front. Now everybody is fighting, trying hard to win (in the U.S.). They are much faster here."

The results prove Everts' point. After beating many of the top Americans in the Masters of Motocross Series last fall, he has yet to be a factor in the final results of an American supercross. In Houston the Belgian ran third for 12 laps before wearing out.

"Because of the army I was not able to train all through December," said Everts of his late-race fade to ninth-place, "That's why I didn't ride the first race in Orlando. Still, I was not disappointed. My goal is to win the 250cc World Championship, not Houston."

Everts also earned ninth-place at Anaheim one week later.

During his visit, Everts has been living in a motorhome with his mother Francine, his mechanic Harry Nolte, and his trainer Willy Lendon. Everts speaks English exceptionally well for someone who has never studied the language in a classroom.

"I learned to speak English at the races from the other riders and mechanics who can speak it," says Everts. "I also watch the movies and listen to the music on the radio."

Since arriving in America, Everts has made lots of friends on the supercross circuit, though he says he and Suzuki teammates Larry Ward and Guy Cooper get along best.

"Stefan and I have been friends since we met in Europe," says Ward. "We're about the same age and when I go to Europe he helps me out a lot, so now I'm just trying to return the favor."

Before the Houston race Ward drove Everts 30 miles in order to get numbers ironed on the back of his jerseys.

Everts' teammate for the 1992 World title chase will be California's Mike Healey, the wild child of GP motocross. His partnership with the very-disciplined Everts at first raised some eyebrows in Europe.

"Mike is very fast and he is a friend," says Everts of Healey. "He knows the (250cc) circuit and I can learn many things from him. They say it is a strange combination, but I am sure it will work."

Though they will soon be sharing pit space all over the world, Everts and Healy have not seen much of each other since Everts' arrival in America.

Stefan's father Harry, a four-time World Champion and Stefan's lifelong coach, didn't make the trip to America.

"We have a sport shop back at our home," said Everts, who lives in Maaseik, near the German and Dutch borders of northern Belgium. "He is home getting all of the new stuff in and taking care of the business. He is not here, but he thinks (what I'm doing) is a good idea."

The relationship between Everts and his ambitious father has received plenty of attention in the motorcycle press, but Stefan says that the pressure his father has put on him to race was never that big of a deal.

"I started riding when I was four years old behind our house. My father did not push me to race. But then as I got close to winning a World Championship he pushed me a lot. We never got to race together. When I started on the big bikes in 1988, he stopped!"

Everts' father keeps tabs on him from Belgium, but another interested party just across the stadium pits is defending 250cc World Champion Trampas Parker. Like Everts, Parker is in America to hone his skills for the coming GP wars.

"I've been watching Stefan a little, but right now there's no positioning going on between us because we are both here for the same reason, and that's to get ready for the World Championships," says Parker, a native of Louisiana. "Stefan and I are friends, so there's no problem now and I don't think there will be one in the future. The best man will win. I've proved before that I'm willing to do the work it takes to get the (World) title and Stefan has proved that he can get the job done, too. I think it's going to be a great season, not just because he's coming (to the 250cc class) to try to win my title, but because every one of the other 39 riders is going to be a threat."

Bob Moore chased Everts through-

out the '91 125cc GPs before missing out on the title by just a handful of points. Unlike his soon-to-be 250cc rivals Everts and Parker, he doesn't find American supercross to be the most beneficial way of getting in shape for the GPs.

"Coming over here to America is good practice and all, but supercross in America and the World Championships are two entirely different things," says Moore, who has been racing his new Yamahas on the CMC Golden State Nationals circuit during the winter. "But it might work for Stefan. He rides stadiums real well. He has that smooth style and seems to have no fear, which is a big advantage, I'm sure that if he rides here for a year he will become a good supercross rider. But I don't know how much it will help him for the outdoor GPs."

Moore, Healey and fellow American 250cc GP rider Donny Schmit were in the stands watching the Anaheim supercross. AMA pro motocross manager Roy Janson said those three — and Italian star Alex Puzar — had better watch out.

"They will see an entirely different Stefan Everts and Trampas Parker when the World Championships begin," says Janson, who was very instrumental in obtaining permission from the Belgium Motor Riders Bond (BMB) for Everts to ride here. "It is a tremendous asset to our program to have them here and I think it's going to do them a world of good. We've got the best riders in the world here and they can teach riders like Parker and Everts to be more aggressive and more technical." Four riders planning to compete in the '92 250cc GPs — Parker, Everts, Micky Dymond and Bader Manneh, all qualified for the main event at Anaheim.

So the question is, does a GP rider who comes to America for preseason training really have an advantage over everyone else? The pioneer of this practice says the answer is a resounding yes.

"It gave me a big advantatge (in 1989) because I stayed for three or four months, riding almost every day," says Bayle, who went back to Europe that summer and won five of the eight GPs he entered in the nine-round series. "In Europe we do not practice so much through the winter because the weather is very bad. Here you can ride a lot, almost every day. And in supercross you race every week. In the GPs you only race every two or three weeks, so it is like holiday compared to this. It makes Europe seem so much easier; riding the World Championships was not so hard."

Bayle says he's pulling for Everts.

"I would like for him to do well. I'm not going to ride anymore after this year, so it does not matter to me. I hope that he does well and that he will one day come back here and take a championship."

Everts says that every race in America is like a lesson for him. At Houston he learned how out of shape he was. In Anaheim he learned about attacking from start to finish, all 20 laps.

"I must keep going and going throughout the race," said Everts, still struggling with fatigue brought on by his not-so-strenuous army days. "I will train very hard and practice very hard. I'm just trying to do each race better and better. I tell myself, 'I am pushing to win the World Championship, not the supercross.' In my mind, yes, I will win the World Championship."

And then, like Bayle before, will Everts embark on a full-time blitz of America?

"That's still a surprise," he says. CN

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ARENACROSS Budweiser AMA AX National Series: Round 4

Rick Ryan (27) and Friday night's winner Cliff Palmer (32) dice in the 125cc Expert class at the Cow Palace Arenacross.

Hawthorne rules the Cow Palace

By Pam Lambert

SAN FRANCISCO, CA, FEB. 7-9

Texan Dennis Hawthorne was the big winner at the Cow Palace Arenacross doubleheader. In two nights of racing, Hawthorne scored back-to-back wins in the 250cc Pro class, while Oklahoman Cliff Palmer and Californian Rodney Smith scored the 125cc Pro class wins on Friday and Saturday, respectively.

Together, the San Francisco International Motorcycle Show and Mike Kidd-promoted races attracted an estimated 60,000 enthusiasts over the weekend. A grand total of 68 pro riders turned out for the race, as well as more than 100 amateur racers.

Heat races and semis were needed to trim down each Pro class to 15 riders for the main events. Depending on the amount of entries, some classes ran three heat races and two semis, or two heats and one semi.

Friday

In the first 125cc heat race, Palmer pulled the holeshot and led all the way, followed across the finish line by Josh Boykin. After a midpack start, Dean Matson began a charge that saw him finish third and secure a spot in the main. Texan Jason Edwards and 16-year-old Ryvichiro Takahama of Osaka, Japan, rounded out the top five.

Heat two saw Hathorne score another wire to wire win, with fellow Texan Jason Langford second. Former GP MX contender Rodney Smith was third, Jeff Glass fourth and Canadian Ross Pederson held on for fifth, the last transfer spot.

In the semi, Rick Ryan, who crashed in the first heat, grabbed the holeshot and led for the first three laps until he bobbled in the whoop section. "Spud" Walters then took over the lead and held on for the win. Trevor Meagher also got around Ryan and finished second. Ryan was third and Tony Flores finished fourth.

Hawthorne grabbed the holeshot in the main and led for the first 19 of 20 laps until Palmer, the series points leader in both the 125 and 250cc classes, snuck by for the win. Edwards battled the entire race with Smith, eventually edging him out for the third-place money. Spud Walters rounded out the top five.

The first 250cc heat race saw nine riders pull up to the gate. Jason Langford, the 1991 Arenacross Champion, scored a wire-to-wire win, with Pederson and Palmer second and third, respectively.

Heat two was also a nine-rider event, with Hawthorne again reading the rubber band perfectly. But this time Ryan passed him on the third lap and held on for the win. Hawthorne took second with Edwards third.

The third heat had 11 riders on the line and when the checkered flag was waved, it was Matson the winner ahead of Smith and Walters.

The first of two semis saw Todd Nelson pull the holeshot and lead for four laps. Meagher and Glass eventually slipped with Meagher scoring the win. Glass was the runner-up and Nelson third.

Ten riders showed up to battle in the second semi. Patrick Gomm took the early lead but dropped to third as Jim Holley recovered from a bad start to take the win. Danny Newon moved up from sixth to second at the finish.

Hawthorne took the lead at the start of the 20-lap 250cc main event, and led all the way to score the win. While Hawthorne was sailing out front, Langford found himself on the ground after he tangled with another rider.

Edwards held second for 12 laps, only to stall his bike in a corner and let Pederson slip by. Edwards had enough of a lead on Palmer, who had moved into fourth off a sixth place start, to hold third after restarting his engine. As the leaders encountered heavy traffic on lap 13, Pederson was happily cruising in second until he tangled with a lapped rider before the infield double, and Palmer, who had gotten by Edwards, slipped by on the inside to take over second on the last lap. Pederson ended up third, Matson fourth and Edwards fifth.

Saturday

Saturday night's action began with Langford jumping to the lead in the first 125cc heat race with Matson in tow. Matson powered by Langford to secure the top transfer spot. Langford stayed in second, while Walters, Smith and Pederson battled for the third transfer position. Pederson went down and Smith won the battle for third, Walters held on for fourth, while Takahama slipped in for the last transfer in fifth. Both Pederson and Palmer had to ride the semi.

Heat two saw Hawthorne holeshot only to have Edwards take advantage of a mistake and motor by for the win. Hawthorne salvaged second. Meaghor, Ryan and Glass freight-trained around the track to fill out the first 10 riders in the main.

Only one semi was needed and Danny Paladino grabbed the holeshot in that race and led Pederson and Palmer around for three laps. Palmer then slipped by Paladino as did Pederson the next lap. They finished in that order: Palmer, Pederson and Paladino. Anthony Whipple nailed down the last transfer spot to set the 14-rider field for the main.

As the riders gated for the 125cc main, Matson grabbed the early lead. But Smith wasn't afraid to mix it up with him and soon jammed around the early front-runner. Smith led the remaining 19 laps to score an impressive win.

Matson was able to maintain second to the finish, and Palmer took third after having to fight his way to that spot. Hawthorne and Edwards both recovered from bad starts and crashes to finish fourth and fifth, respectively.

Palmer led every lap of the first 250cc heat race with Holley taking second and Glass third in the eight-lap event.

Heat two saw Hawthorne once again blast into the early lead, Matson passed Hawthorne on lap five. The Texan recaptured the lead for a lap, but Matson retaliated and held on for the win. Langford was third, Pederson fourth and Smith fifth.

It was an easy win for Meaghor in the semi, as he led Sinobu Tsuruta, Nelson and Edwards across the finish line.

The stage was set for the 250cc main and it was Matson beating everyone to the first turn. Meaghor went down on the quad jump and was never a threat.

Palmer and Smith collided on the infield double and Smith fell, allowing Hawthorne to slip by.

Misfortune struck leader Matson when he and Palmer banged bars with two laps to go. Matson's luck ran out, and he crashed on the front side of the infield double. He jumped up quickly but walked off the track, his weekend of racing over.

At the finish it was Hawthorne taking the win ahead of Palmer, Smith, Pederson and Langford. CN

Results

FRIDAY

125: 1. Cliff Palmer (Suz); 2. Dennis Hawthorne (Kaw); 3. Jason Edwards (Kaw); 4. Rodney Smith (Suz); 5. Brian Walters (Kaw).

250: 1. Dennis Hawthorne (Kaw); 2. Cliff Palmer (Suz); 3. Ross Pederson (Suz); 4. Dean Matson (Hon); 5. Jason Edwards (KX).

50: 1. Jimmy Nelson (Yam); 2. Erik Siegler (Yam); 3. Robert Morello (Yam); 4. Anthony Houser (Suz); 5. Stephen Hernandez (Yam).

SATURDAY

125: 1. Rodney Smith (Suz); 2. Dean Matson (Hon); 3. Cliff Palmer (Suz); 4. Dennis Hawthorne (Kaw); 5. Jason Edwards (Kaw).

250: 1. Dennis Hawthorne (Kaw); 2. Cliff Palmer (Suz); 3. Rodney Smith (Suz); 4. Ross Pederson (Suz); 5. Jason Langford (Yam).

50: 1. Jimmy Nelson (Yam); 2. Erik Siegler (Yam); 3. Gabriel Tiejo (Yam); 4. Stephen Hernandez (Yam); 5. Robert Morello (Yam).

50 MOD: 1. Mikey Frakes (Yam); 2. Kellen Chadwick (Yam); 3. Chris Loredo (Yam); 4. Richard Fratus (Yam); 5. Sheina Patterson (Yam).

65: 1. Travis Riley; 2. Randy Norman; 3. Matt Whitmarsh; 4. Ricky Gonzales (Kaw); 5. Kevin Christensen (Kaw).

80 BEG: 1. Raymond Blake (Kaw); 2. Cory Morais (Kaw); 3. Cesar Gutierrez (Kaw); 4. Bryan Land (Suz); 5. Carl Baker (Kaw).

85 (7-11): 1. Robert Blake (Hon); 2. Travis Riley; 3. Duffy Mitchell; 4. Jason Turner (Suz); 5. Richard Fratus (Kaw).

85 (12-13): 1. Jerry Havey (Suz); 2. Craig Truglio (Kaw); 3. Jeff Northrop (Suz); 4. Kevin Gonzales (Kaw); 5. Robert Bondrant (Kaw).

80 (14-16): 1. Charles Tracy (Suz); 2. Bill Slade (Hon); 3. Marc Henderson (Suz); 4. Mike Gonzales.

125 (12-15): 1. Brian Roberts; 2. Bradley Ballard (Hon); 3. Jason Riley; 4. Joshua Kalakras (Suz); 5. Paul Smoak.

125 BEG: 1. Craig Humprey (Suz); 2. Mike Yacovetti (Kaw); 3. Jimmie Steyding (Suz); 4. Daniel Hodges (Suz); 5. Casey Shott (Yam).

125 NOV: 1. Troy Amerine (Kaw); 2. Jeremy Cash (Hon); 3. S. Young; 4. Jeremy Zipton (Kaw); 5. Jimmy Pierce (Kaw).

125 INT: 1. Stan Finney (Kaw); 2. S.A. Fernandez (Yam); 3. Shawn Parks (Kaw); 4. Terry Millington (Kaw); 5. Jake Gilbert (Suz).

250 BEG: 1. Shane Weaton (Kaw); 2. Aaron Perer (Yam); 3. Robert Delong (Kaw); 4. Scott Lacrosse (Hon); 5. Jason Pridmore (Suz).

250 NOV: 1. Richard Comer (Yam); 2. Matt Kirar (Suz); 3. Donald Mendenhall (Suz); 4. Timothy Ohara (Kaw); 5. Brian Barrington (Suz).

250 INT: 1. Brett Hamilton (Yam); 2. Ron Holster (Yam); 3. Brett Reed (Suz); 4. Willie Miller (Hon); 5. Marcus Charles (Kaw).

0-25: 1. Roi Holster (Yam); 2. Bobby Deason Jr. (Suz); 3. David Vanni (Suz); 4. Darrin Grairet; 5. Patrick Vacchieri (Yam).

OVER 30: 1. Jerry Wohlgemuth (Hon); 2. Mark Sttepnovich (Kaw); 3. Shaun Lee (Hon); 4. Mark McNutt (Kaw); 5. George Golling (Hon).

ENDURO

Continued from page 7

about three minutes. But everybody just kept going by, so I wondered, 'What's going on?' So I just kind of rode off, and then I came to another pie plate that read '2.9 miles.' I thought, 'Oh, that's great! I'm three minutes late already.' I couldn't believe I sat there, just like a big dummy. Here I am, a big AA rider that's supposed to know what he's doing. After that I couldn't make up the time and then I got hung — bottlenecks.

"Then I had several checks that I slid into just as they were flipping the cards," said Gravit. "The way my day was going, I just didn't feel like arguing. And to top it all off, I set my computer wrong for the second loop."

In spite of it all, Gravit finished ninth overall, with 50 points dropped, two less than 10th overall finisher John Haaker.

"I'm happy I did as well as I did," said Haaker, who is a former ISDE rider. "I don't ride very much any more, so finishing in the top 10 is great."

Eleventh overall with 58 points was KTM's Alan Randt, who was the team manager for the winning U.S. Junior World Team at the 1991 ISDE in Czechoslovakia.

"I was floundering around in the first loop," said the Michigan rider. "I don't get a chance to ride much in the winter, so when I come out here, it takes me a while to figure out how to ride again. I guess I'm fairly happy with myself."

Local rider Donnie Simone was the top 125cc rider, dropping 61 points for 12th overall, while northern Californian Duke Lambert was 13th with 68 points. The top four-stroke rider was Curt Wilcox in 14th overall, and Richard Mathers was 15th.

Todd Blair was the top B class rider, finishing 20th overall with a score of 98.

Kawasaki Team Green's Larry Roeseler was the only AA rider who didn't finish.

"About five miles out from the start, I got a front flat tire," said the 1991 National Reliability Enduro Champion. "I felt it. I hit a rock hard; it was buried in about six inches of slush, and I just felt the front end twitch. I thought, 'Uh-oh,' and sure enough, it went flat."

Despite the punctured tire, Roeseler managed to forge ahead without losing too much time, but more problems arose for the Californian before the first loop was over.

"I had a little gas consumption problem," said Roeseler. "Due to the mud, we got a lot less mileage than we expected. I wasn't the only one, either. I passed several riders who ran out of gas. I eventually got gas from a guy, but by that time I was 20 minutes down. I carried that to the last check of the first loop and lost a total of 40 points. There was no sense continuing. Might as well save the bike and body."

Roeseler called it quits after the first loop. CN

Results

O/A: 1. Randy Hawkins (Suz) 22 pts; 2. Jeff Russell (KTM) 25; 3. Kevin Hines (KTM) 26; 4. Steve Hatch (Suz) 28; 5. Dan Nielsen (Suz) 30; 6. Kelby Pepper (KTM) 34; 7. John King (Suz) 36; 8. Dave Bertram (Suz) 46; 9. Allan Gravit (KTM) 50; 10. John Haaker (Suz) 52; 11. Allan Randt (KTM) 58; 12. Donnie Simone (Kaw) 61; 13. Duke Lambert (Yam) 68; 14. Curt Wilcox (Hon) 80; 15. Richard Mathers 80; 16. Gordon Porter 86; 17. Jack Lafferty (KTM) 91; 18. Robb Mesecher (Yam) 94; 19. Mike Randall 96; 20. Todd Blair 98.

AMA NATIONAL CHAMPIONSHIP ENDURO POINT STANDINGS: 1. Randy Hawkins (30); 2. Jeff Russell (25); 3. Kevin Hines (21); 4. Steve Hatch (18); 5. Dan Nielsen (16); 6. Kelby Pepper (15); 7. John King (14); 8. Dave Bertram (13); 9. Allan Gravit (12); 10. John Haaker (11); 11. Allan Randt (10); 12. Donnie Simone (9); 13. Duke Lambert (8); 14. Curt Wilcox (7); 15. Richard Mathers (6); 16. Gordon Porter (5); 17. Jack Lafferty (4); 18. Robb Mesecher (3); 19. Mike Randall (2); 20. Todd Blair (1)

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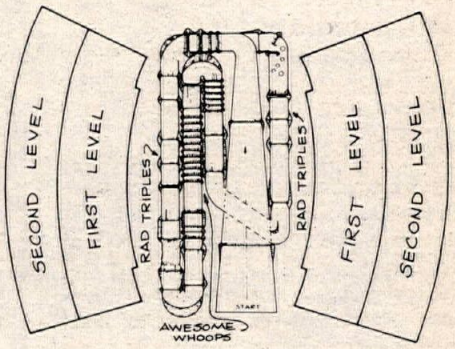

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LOCAL EVENTS

The High Desert 250 Dual Sport Ride snaked through the Teagle Wash area.

Ron Dobbs (260) topped the Over-25 year-old class at Low County Motocross.

Millan doubles at Low Country Motocross

By Gary Crider

HARDEEVILLE, SC, FEB. 2

Round one of the Low Country MX Track Championship Series saw Florida's Ernie Millan race to perfect scores in both the 250cc A and 15-24-year-old classes. Ron Jones of Tennessee and local ace Ron Dobbs matched wheels, taking a win each in the Plus 30 A and Plus 25 A classes, respectively. Riders from a six-state area were on hand for the AMA District 29 points-paying event.

Dobbs put his Jenks Racing-backed Honda out front at the start of the opening Plus 30 A moto while Jones got away in fifth position. Near the end of the moto, Jones had moved into second spot to challenge Dobbs. Dobbs held for the win, barely a bike length ahead of Jones.

Jones showed the way at the start of moto two with Dobbs close behind. With three laps remaining in the 10-minute-plus-two-lap moto, Dobbs made his move and launched himself past Jones over a table-top jump. On the next lap, Jones got back by in a turn and held on for the win and the overall.

"I love this track!," said Jones, "There's lots of techical stuff."

Dobbs led every lap in Plus 25 racing while Jones tallied 3-2 to net runner-up honors over Keith Nevers and Steve Starnes.

Seminole Honda/Jenks/Shoei-backed Ernie Millan dominated the tough 15-24-year-old class with a pair of convincing wins, while teammate Chris Brown claimed runner-up honors. K.C. Cook was third over Gage Fortson and Bryan Rice. Fortson and Rice came back to win the 125 and 250cc B classes, respectively while Millan won in 250cc A racing over Hank Moree.

In fierce 125cc B first moto action, Myrtle Beach Suzuki/Barr's AXO-backed Fortson moved up from fourth to score the win. Tilden Styron overcame a last place start to finish second.

Moto two saw Chris Brown steal the win over Fortson and Styron. Brown DNF the first moto, leaving Fortson to claim the top gold over Styron.

Styron seemed on his way to the 250cc B win, but a crash while leading the second moto set him back to an eventual 2-6 score and third overall. Bryan Rice overcame a mediocre second moto start to finish with a perfect score. Carlton Padgett's 6-2 was good for runner-up gold.

The opening 250cc C moto was one of the hardest fought of the day as Steve Litz swapped the lead back and forth with John Teel. Teel was first at the flag in a close finish over Litz.

Litz clinched the overall with a wire-to-wire win in moto two. Teel was held to third behind Lanny Brooks.

Results

50 AUTO: 1. Joshua McClure (Yam); 2. Timothy Dobbs (Yam); 3. Joshua Brooks (Itj).
65: 1. Camron Dubose (Kaw); 2. Derek Keyes (Kaw); 3. Chris Boyd (Kaw).
85 7-11: 1. Jonathon Rhodes (Kaw); 2. Derek Keyes (Hon); 3. Randy Adams (Kaw).
85 12-15: 1. Richie Horton (Kaw); 2. Robbie Horton (Kaw); 3. Richard Hiers (Kaw).
S/MINI: 1. Robbie Horton (Kaw); 2. Richard Hiers (Kaw); 3. Jonathon Rhodes (Kaw).
125 SCHBY: 1. Richie Horton (Kaw); 2. James Martin (Kaw); 3. Jess Haynes (Yam); 4. Allan Starnes (Kaw); 5. Thomas Harris (Kaw).
125 C: 1. Joey Clark (Kaw); 2. Andrew Harrell (Kaw); 3. Brian Wheeler (Suz); 4. Chris Coogler (Hon); 5. James Martin (Kaw).
250 C: 1. Steve Litz (Yam); 2. John Teel (Suz); 3. Lanny Brooks (KTM); 4. Steve Miller (Hon); 5. Jeff Kilgore (KTM).
125 B: 1. R. Gage Fortson (Suz); 2. Tilden Styron (Suz); 3. Dennis Sidener (Hon); 4. Anthony Hensley (Yam); 5. Chad Kimbrell (Suz).
250 B: 1. Bryan Rice (Hon); 2. Carlton Padgett (Suz); 3. Tilden Styron (Suz); 4. Rodney Scott (Kaw); 5. Keith Nevers (Suz).
PLUS 25 A: 1. Ron Dobbs (Hon); 2. Ron Jones (Yam); 3. Keith Nevers (Suz); 4. Steve Starnes (Kaw); 5. Kerry Jones (Suz).
PLUS 30 A: 1. Ron Jones (Yam); 2. Ron Dobbs (Hon); 3. Kerry Jones (Suz); 4. Steve Starnes (Kaw); 5. Jon Andreas (Yam).
15-24: 1. Ernie Millan (Hon); 2. Chris Brown (Kaw); 3. K.C. Cook (Kaw); 4. R. Gage Fortson (Suz); 5. Bryan Rice (Hon).
125 A: 1. Hank Moree (Hon).
250 A: 1. Ernie Millan (Hon).

Many attend Hi Desert 250 Dual Sport Ride

By Anne Van Beveren
Photo by Tom Van Beveren

RIDGECREST, CA, FEB. 8-9

The promise of two days of dual sport fun in the desert near Ridgecrest drew 120 riders to this year's Hi Desert 250 Dual Sport Ride.

Organized by California Trail Rides, the event featured a 135-mile loop through the Teagle Wash riding area on Saturday and a 150-mile excursion through the mountains of the Sequoia National Forest on Sunday.

Heavy rain for two days before the event left the desert loop dust free with perfect traction for most of the day, but made a route change necessary to avoid a saturated dry lake near the Pinnacles.

"The elements made it great," said Robert Schneidau, "We rode in fog for the first part of the morning — I had to snap my roll-offs every 50 feet, and it was a really interesting course in the rock sections where the rocks were really wet."

Saturday riders even tried their hand at desert racing in a whooped-out sand wash that was part of the course for the AMA National Hare & Hound event the following day. "The sand wash was the pits," said Barry Bernbaum. "You couldn't get up enough speed to get up on top of the sand because of the rocks and the turns kept coming up too soon. Everybody worked up a sweat through there. It was challenging."

Sunday's ride got even more challenging. Large snow drifts in the upper reaches of the course cut out the popular Chollo Trail section but there was still plenty to keep riders on their toes, with the red clay of Jawbone Canyon, the narrow walls of Last Chance Canyon and just enough pavement to connect one challenging trail with the next.

"We had a perfect weekend for it," said event organizer Larry Langley. "It's an absolute joy to ride out here without dust. The guys that stayed home really missed a good ride."

Dade City Motocross win to Ferry

By Kyle Myers

DADE CITY, FL, FEB. 1-2

Over 300 riders attended round one of the Dade City Raceway Saturday Night MX Series, but the big winner of the night was Timmy Ferry. Ferry powered his Kawasaki Team Green-backed KX to both moto wins in the Open Money class.

When the 15-rider field rounded the first turn in moto one, Ferry led the way with Ryan Dean, Vince DeVane, Billy Schlag and Brad Lockhart in tow. Halfway into the first lap DeVane fell, moving Ricky Hampshire into fifth place, until Barry Carsten shot by. Carsten then passed Lockhart in the whoops, while Team Green/Fox/RRP/Boyesen/EK/Yokohama/Sunoco/Renthal/Scott/Bell/J.J. Design's-backed Ferry pulled away. DeVane was on the move after falling and passed Lockhart with John Kitsch following.

DeVane fell again, this time Kitsch, Lockhart and Gary Paul got by, but one lap later Kitsch and Paul took each other out. Lockhart retook the fifth spot.

Back up front, Perry had opened up a good sized lead over Dean, while Schlag and Carsten battled. Carsten passed Schlag on the last lap for third. At the finish it was Ferry, Dean, Carsten, Schlag and Lockhart rounding out the top five.

Moto two saw Dean nail the holeshot with Ferry, Hampshire, Shane Lawson, and Carsten behind. Carsten was on the move and quickly displaced Lawson and Hampshire, while Dean and Ferry fought for the lead. After the halfway point of the race, Ferry stuffed his way by Dean to take the lead as Kitsch and Paul charged by Lawson and Hampshire for fourth and fifth. When the checkered flag fell, Ferry took the moto and overall win over Dean, Carsten, Kitsch and Paul.

In the 125cc Pro class Carsten, Kitsch and Ferry battled throughout the moto with Carsten notching the first moto victory over Ferry and Kitsch. In the second moto, Carsten and Ferry fought for the lead with Ferry passing Carsten two laps from the end to take the moto and the overall win for the day.

In the 250cc Pro class, Kitsch nailed the holeshot with David Beckington, Chris Brown, Billy Schlag and Ferry in tow. With in half a lap, Ferry had passed Schlag, Brown, and Beckington. Kitsch and Ferry battled for the lead, passing each other several times while Carsten started to move up after a bad start. Carsten first passed Schlag, then Brown and Beckington while closing in on Kitsch. Ferry tried to go wide in a sweeper to shoot past Kitsch, but got passed by Carsten on the inside. At the finish line it was Kitsch with the well deserved win over Carsten, Ferry, Beckington and Brown.

In the second moto Brown led the field around the first turn with Ben Dressner, Kitsch, Ferry and Carsten. Dressner and Ferry got tangled up going into the back section, moving Carsten into second. Up front, Brown and Carsten fought for the lead as Kitsch, Lockhart, and Lawson tried to close in. Ferry was on the move after restarting in dead last while Carsten dove to the inside of a turn to pass Brown. Ferry was the fastest rider on the track and he shot by Lawson, Lockhart and Kitsch with one lap to go. Ferry passed Brown in the whoops to finish second behind Carsten.

Results

SATURDAY
P/W: 1. Chad Northey (Yam); 2. Jeremy McDow; 3. J.D. Verrill; 4. Clayton Martin; 5. Trinity Hansell (Yam).
60: 1. August Lausbery (Kaw); 2. J.B. Ballard; 3. Tyson Hadsell; 4. Chad Northey (Kaw); 5. Dan Truman (Kaw).
80 A: 1. Ricky Carmichael (Kaw); 2. Kenneth Jones (Hon).
80 B: 1. Wayne Wilkie (Kaw); 2. Josh Kielty (Suz); 3. Billy Woods (Kaw); 4. Paul Currie (Kaw); 5. August Lausbery (Kaw).
80 C: 1. Joe Cape (Kaw); 2. J.B. Ballard (Kaw); 3. Jason Thomas (Kaw); 4. Jeremy Dolter (Kaw); 5. Bryan Barnes (Kaw).
80 BEG: 1. Brian Mixon (Kaw); 2. Dave Polege (Kaw); 3. Matt Shea (Suz); 4. Justin Moulton (Hon); 5. Peter Smith (Suz).
125 A: 1. Derek Youngblood (Hon); 2. Brad Lockhart (Hon).
125 B: 1. Ricky Hampshire (Suz); 2. Anthony Pocorobba (Hon); 3. Kenny Yoho (Suz); 4. Daniel Cran (Hon); 5. Jason Sybert (Hon).
125 C D-1: 1. Jason Baran (Yam); 2. Billy Lausberg (Kaw); 3. Scott B arnes (Hon); 4. Kym Sybert (Hon); 5. Jason Blackburn (Kaw).
125 C D-2: 1. Mike Decker (Kaw); 2. James Scarborough (Hon); 3. Dale Sowder (Hon); 4. Kevin O'Neil (Yam); 5. Greg Mojher (Hon).
125 BEG D-1: 1. Craig Chandler (Suz); 2. Steve Salagaras (Kaw); 3. Stephen Pitaed (Suz); 4. Joe Casa (Hon); 5. Donnie Lambert (Hon).
125 BEG D-2: 1. Greg Westbrook (Hon); 2. Kyle Kopachik (Hon); 3. Jean Howard (Yam); 4. Robby Johnson (Hon); 5. Trey Heid (Yam).
250 A: 1. Brian Susko (Yam).
250 B: 1. Ricky Hampshire (Suz); 2. Anthony Pocorobba (Hon); 3. Fred Vanwagoner (Yam); 4. Britt Gladwell (Hon); 5. Frank Bartley (Hon).
250 C: 1. Wayne Hodges (Hon); 2. Ed Gardner (Kaw); 3. Dale Sowder (Hon); 4. Jay Holzhueter (Hon); 5. Bill Tribby (Yam).
250 BEG: 1. Jeff Rose (Suz); 2. Rich Eggers (Hon); 3. Mike Sidewell (Hon); 4. Darrell Kirby (SUz); 5. Sean Sidwell (Hon).
PLUS 25: 1. Fred Vanwagoner (Yam); 2. Rick Bigalow (Hon); 3. Andy Kelley (Kaw); 4. Tom Stringfield (Hon); 5. Jack Stedding (Hon).
125 SCHBY: 1. Ricky Carmichael (Kaw); 2. Anthony Pocorobba (Hon); 3. Jason Baran (Yam); 4. Scott Lamb (Hon); 5. Jason Sybert (Hon).
SR D-1: 1. Ron Hellman (Yam); 2. Matthew Kretschmer (Hon); 3. Carl Davis (Yam); 4. Randy McCann (Yam); 5. Robert Armstrong (Hon).
SR D-2: 1. Ed Garlin (Hon); 2. Wes Shallow (Hon); 3. Greg Bagert (Yam); 4. Tom Stringfield (Hon); 5. J.D. Stockson (Hon).
S/SR: 1. Rob Preston (Hon); 2. Steve Reeves (Hon); 3. John Eaton (Kaw).
OPEN AM: 1. Ricky Hampshire (Suz); 2. Anthony Pocorobba (Hon); 3. Kenny Yoho (Suz); 4. Bill Tribby (Yam); 5. Jay Holzhueter (Hon).
OPEN NOV: 1. Joe Germana (Hon); 2. Mike Amedeo (Kaw); 3. Rodney McCann (Yam); 4. Todd Williams (Kaw); 5. Rich Stern (KTM).
OPEN MONEY: 1. Timmy Ferry (Kaw); 2. Ryan Dean (Hon); 3. Barry Carsten (Suz); 4. John Kitsch (Yam); 5. Gary Paul (Suz).
SUNDAY
P/W: 1. Chad Northey (Yam); 2. Jeremy McDow (Yam); 3. Ryan Northey (Yam).
60: 1. Scott Perry (Kaw); 2. Jeremy McDow (Kaw); 3. Chaz Northey (Kaw).
80 B: 1. Paul Currie (Kaw); 2. Wayne Wilkie (Kaw).
80 C: 1. Donald Leddy (Suz); 2. Jason Thomas (Kaw); 3. Daniel Leddy (Kaw).
80 BEG: 1. Alan Rivera (Kaw); 2. Mickey Darling (Kaw).
125 B: 1. Jason Sybert (Hon); 2. Steve Trow (Kaw); 3. Homer Wolslayer (Hon); 4. Kyle Myers (Hon); 5. Jeff Fletcher (Hon).
125 C: 1. James Scarborough (Hon); 2. Kym Sybert (Hon); 3. Scott Barnes (Hon); 4. Pat Riley (Kaw); 5. Brian Merrick (Hon).
125 BEG: 1. Steve Salagaras (Kaw); 2. Darrin Sprauge (Kaw); 3.Keith Hart (Hon); 4. Greg Westbrook (Hon); 5. Ashley Walton (Suz).
250 B: 1. Josh Sweat (Hon); 2. Bryan Abel (Hon).
250 C: 1. Ed Gardner (Kaw); 2. Britt Gladwell (Hon); 3. Rich Robinson (Hon); 4. Michael Corbino (Hon); 5. Robert Jenema (Suz).
250 BEG: 1. Jeff Rose (Suz); 2. Chris Volpe (Hon); 3. Rick Eggers (kaw); 4. Randy Arnau (Suz); 5. Mark Potter (Kaw).
PLUS 25: 1. David Kuxhausen (Hon); 2. Dave Ellis (Hon); 3. Ed Garlin (Hon); 4. Rich Robinson (Hon); 5. Mathew Kretschner (Hon).
125 YTH: 1. Jason Sybert (Hon); 2. Kym Sybert (Hon); 3. Jason Baran (Suz); 4. Wayne Wilkie (Kaw); 5. Jason Thomas (Kaw).
PLUS 30: 1. Dave Ellis (Hon); 2. Ed Garlin (Hon); 3. Jim McLellan (Hon); 4. Robert Smile (Suz); 5. Mike Corbino (Hon).
S/SR: 1. Frank Carillo (Hon); 2. George Singler (Hon); 3. Rob Preston (Hon); 4. Steve Reeves (Hon).
OPEN NOV: 1. Scott Barnes (Hon); 2. Andy Rexrolz (Suz); 3. Wes Griffin (Yam); 4. Mac Kendall (Kaw); 5. Paul Whiteman (Suz).
OPEN NOV: 1. David Kuxhauser (Hon); 2. Mike Amedeo (Kaw); 3. Tony Decosmo (KTM); 4. Rudy Savelli (Hon); 5. John Bruce (Hon).
125 PRO: 1. Timmy Ferry (Kaw); 2. Barry Carsten (Suz); 3. David Beckington (Kaw); 4. John Kitsch (Suz); 5. Billy Schlag (Kaw).
250 PRO: 1. Barry Carsten (Suz); 2. Timmy Ferry (Kaw); 3. John Kitsch (Kaw); 4. Chris Brown (Suz); 5. Brad Lockhart (Hon).

Perez powers to Glen Helen win

By Dave Burgess

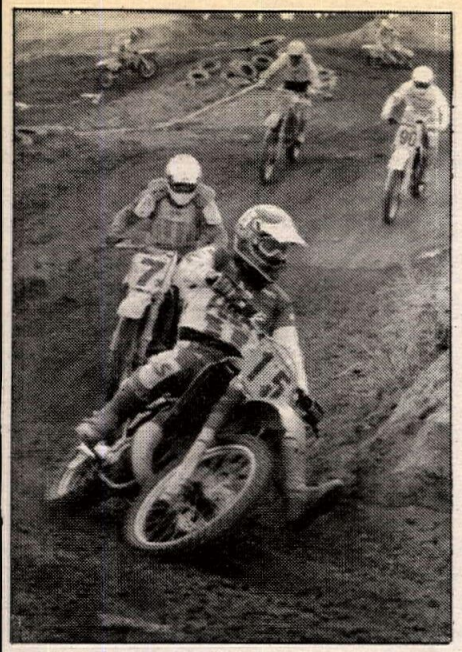
SAN BERNARDINO, CA, FEB. 1

Chris Perez powered his Cycle Rider of Torrance-backed KTM to the overall win in the Vet Intermediate class at the Racing Enterprises Saturday MX held at Glen Helen Raceway.

Racing Enterprises made a change from their traditional all-Carlsbad race schedule, to include Glen Helen Raceway in 1992, and the riders who came to the facility weren't disappointed.

"This track has more jumps than the Amateur Supercross at Anaheim stadium last weekend," said Dietmar Berg.

At the start of the first moto, Berg put his Kawasaki into the lead, ahead of Todd Friestat



Gary Faxon (15) led Mark Moore (7) through a Perris Raceway turn.

and Zapata Espinoza. Berg was out in front. Price St. Clair and Perez worked through the field. St. Clair eventually passed Perez, then Espinoza, and began hounding Friestat. Coming to a tricky double, St. Clair doubled and Friestat didn't. St. Clair assumed second, and a lap later shot past Berg through the whoops to take the lead. St. Clair slammed to the ground in a rocker section moments later, and Berg motored away as Perez took second away from a fading Freistat. St. Clair was back up and running only to hit the ground one more time. Berg scored the win over Perez and Freistat.

"Maybe I'm riding a little over my head," said St. Clair.

Espinoza came alive in moto two, as he ran a close third behind Berg, and Freistat. Espinoza turned up the heat and with Perez on his heels, slipped past Freistat and Berg. Espinoza seemed to be fluid around the track, as Berg and Freistat were struggling to control their open bikes on the obstacle laden course. Perez's pit board told the story that second in the moto would sew up the overall victory for the day, as first moto victor Berg dropped to midpack. Espinoza scored the win, followed by overall winner Perez and St. Clair, who narrowly avoided several close encounters with the ground to take home third.

Results

80 BEG: 1. Aaron Cole.
80 JR: 1. Steve Wisdom (Kaw).
125 BEG: 1. Karl Fernandez (Kaw); 2. Ryan Mead (Suz); 3. Elton Martins (Suz); 4. John Nakagawa (Hon); 5. Becky Kukla (Kaw).
125 JR: 1. Thayne Zito (Hon); 2. Cavallina Alessandro (Suz); 3. David Jenkins (Hon); 4. Dave Hicks (Kaw); 5. Rene Reyes II (Yam).
125 PRO: 1. Rudy Versteeg (Hon).
250 BEG: 1. Steve Gordon (Hon); 2. Jim Williams (Kaw); 3. Edmund Moore (Yam); 4. Kurt Keller (Yam); 5. Jeff Parks (Hon).
250 JR: 1. Tim Olson (KTM); 2. Price St. Clair (Hon); 3. Jeff Robson (Yam); 4. Kenny Safford (Hon); 5. Joey Cox (Kaw).
250 INT: 1. Ulf Johansson (Hon); 2. Randy Owen (Suz); 3. Ignacio Rivera (Hon); 4. Pito Pando (KTM).
500 BEG: 1. Gilbert Leos (Hon).
500 JR: 1. Jeff McNeely (Kaw); 2. Dave Burgess (Hon); 3. John Tookey (Kaw).
500 INT: 1. J.J. Petchel (Hon); 2. Dietmar Berg (Kaw); 3. Robert Failing (Hon).
500 PRO: 1. Jeroen Royakkers (KTM); 2. Ronald Bruggeman (KTM).
25-29 JR: 1. Thayne Zito (Hon); 2. Kenny Safford (Hon); 3. Gary Harada (Yam).
25-29 INT: 1. Pito Pando (KTM).
VET BEG: 1. J. Hernandez; 2. Dave Cochran (Hon); 3. Tim Williams (Kaw); 4. T.C. Brinegar (Hon); 5. Michael Villa (Kaw).
VET JR: 1. Bob Graham (Suz); 2. Craig Breihan (Hon); 3. Mark Hall (Kaw); 4. Ruben Alvarado (Hon); 5. John Chambers (Suz).
VET INT: 1. Chris Perez (KTM); 2. Dietmar Berg (Kaw); 3. Price St. Clair (Hon); 4. Todd Freistat (Hon); 5. Zapata Espinoza (Kaw).
VET EX: 1. David Biesiada (Suz); 2. Robert Failing (Hon).
VET PRO: 1. Vincent Deluca (Hon); 2. Rob Wilshire (ATK).
OT JR: 1. Mike Stell (KTM); 2. Chuck Caston (Kaw).
OT INT: 1. Len Verner (Hon); 2. Bill Malone (Hon).
OT EX: 1. Gary Jones (KTM); 2. Alan Olson (Yam); 3. John White (Hon); 4. Tim Daily (Hon); 5. Ray Pisarski (Hon).
BOMBER: 1. Robert Failing (Hon); 2. Ben Grable.

Fowler flies at Perris

By Tony Alessi

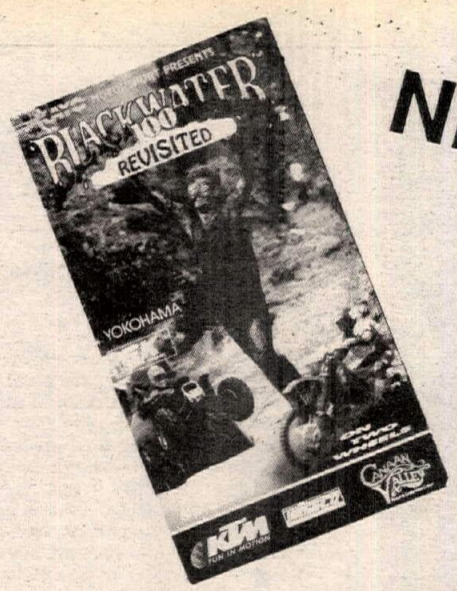
PERRIS, CA, FEB. 1

Terry Fowler pushed his Pro Circuit/NCY/Bell/Fox/Scott-backed Yamaha to the overall 250cc Pro class win at GFI Super Saturday motocross, held at Perris Raceway.

In addition to all regular races being held, the event also served as a rain day make-up for a previous round of the GFI Winter Series that had been cancelled due to flooded track conditions.

Tony Amaradio, Australian Dack and Japanese Masaki Kudo ran top three during the opening laps of the first 250cc Pro race. Fowler gated poorly and began his charge through the pack while Mike Chamberlain moved inside the top five.

At the halfway point, Dack pushed to the front and set a pace that would be unmatched by any other rider for the remainder of the



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March 19, 1992	9122	'88 Dallas Supercross	5:30 - 6:30 pm

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LOCAL EVENTS

LACR MX saw Ryan Spencer (447) top the Over the Hill Gang Beginner class.

Rick Doughty presented Karen Joice with a '74 Honda CR250 at the AHRMA banquet.

moto. Chamberlain was railing around the course and sliced his way into second, while Fowler moved inside the top five. During the remaining laps, Amaradio and Kudo ran out of steam and faded as Waddington and Fowler moved up. With three laps to go, Fowler turned up the wick and passed both Waddington and Chamberlain to secure second, but would advance no further. Dack won the moto followed by Fowler, Chamberlain and Waddington.

Kudo holeshot and led the opening lap of the second moto, but Fowler was on the gas and was soon in command. Once out front, Fowler propelled himself to the moto and overall wins.

Dack and Kudo fought for second, with Dack showing supremacy late in the race. Kudo managed to hold on to third, followed by Australian Troy Dorron and Amaradio.

Mark Sandzimier had the fastest clutch hand and holeshot the first 250cc Beginner moto, while Andy Kyler and Bret Milan quickly charged to second and third, respectively. Sandzimier was riding by the seat of his pants and occupied most of the track while protecting all of his lines. Both Kyler and Milan each took a poke at the leader, but their efforts would not be rewarded as they would both be knocked from the track by Sandzimier.

Kyler and Milan regrouped and later passed Sandzimier after he became fatigued and defenseless. Kyler won, followed by Milan and Sandzimier.

Like in the first moto, Sandzimier scorched to the holeshot but lost control and threw it away two turns later. Milan was on the move and charged from a mid-pack start to steal the lead from Kyler on the final lap. Kyler shook his head in disbelief while Milan stole the show with the moto and overall wins.

Results

50 FIRST TIMER D-1: 1. Kyle Braden (Yam); 2. James Baker (Yam); 3. Andrew Renshaw (Yam); 4. Scott Haddard (Yam); 5. Joey Redmond (Yam).
50 FIRST TIMER D-2: 1. Jesse Mock (Yam); 2. Aaron Emery (Suz); 3. Justin Munyon (Yam); 4. Daniel Taft (Yam); 5. Blose Chris (Yam).
50 FIRST TIMER D-3: 1. Jason Hall (Yam); 2. Christopher Martinez (Yam); 3. Kevin Folgheraher (Yam); 4. Ricky Oliver (Yam); 5. Eddie Redmond (Yam).
50 D-1: 1. Johner Faulkner (DMC); 2. Cale Wallace (Yam); 3. Davey Freeman (Yam).
50 D-2: 1. Derrick McClintock (Yam); 2. Tyson Talkington (Yam); 3. Ryan Beat (Suz); 4. Joey Christy (Yam); 5. Aaron Classen (Yam).
50 MOD: 1. Vance Freeman (Yam); 2. Johner Faulkner (DMC); 3. Cale Wallace (Yam); 4. Davey Freeman (Yam); 5. Joey Christy (Yam).
60 0-8: 1. Michael Blose (Kaw); 2. Brandon Staddan (Kaw); 3. Ty Renshaw (Kaw).
60 9-11: 1. Jerry Aleman (DMC); 2. Chris Cook (Kaw).
80 BEG: 1. Will Smith (Suz); 2. Max Battaglia (Suz); 3. Miguel Anderson (Kaw); 4. Josh Borges (Kaw); 5. Ryan Orr (Kaw).
80 NOV: 1. Jerry Aleman (Scr); 2. Reginald Mitchell (Suz); 3. Matt Smith (Suz); 4. Danny Carlson (Kaw).
125 BEG: 1. Tore Amato (Suz); 2. Chris DeCannnett (Suz); 3. D.R. McCain (Hon); 4. Phil Blackford (Hon); 5. Chris Borges (Kaw).
125 NOV: 1. Raymond Bowers (Kaw); 2. Eric Carter (Hon); 3. Mike Battista (Suz); 4. David Lepley (Hon); 5. A.J. Lamb (Suz).
125 INT: 1. Mike Metzger (Suz); 2. Craig Decker (Kaw); 3. Erik Anderson (Suz); 4. Randy Danylo (Kaw); 5. David Casada (Suz).
125 PRO: 1. Mike Brown (Hon); 2. Craig Canoy (Yam); 3. Allan Dyck (Yam); 4. Mike Chamberlain (Yam); 5. Terry Fowler (Yam).
250 BEG: 1. Bret Milan (Yam); 2. Andy Kyler (Hon); 3. Mark Sandzimier (Hon); 4. Jose Aragon (Suz); 5. David Martinez (Yam).
250 NOV: 1. Danny Walsch (Yam); 2. C.T. Falk (Yam); 3. Todd Ehrler (Hon); 4. Rock Flores (Kaw); 5. Gary Hollon (Hon).
250 INT: 1. Craig Decker (Kaw); 2. Mike Metzger (Suz); 3. Larry Lawrence (Yam); 4. Chris Lance (Yam); 5. Kenny Allen (Yam).
200 PRO: 1. Terry Fowler (Yam); 2. Craig Dack (Yam); 3. Troy Dorron (Suz); 4. Willy Musgrave (ATK); 5. Joe Waddington (Yam).
500 BEG: 1. Garth Milan (ATK); 2. Chance Edmondson (Hon); 3. Tom Stanford (Hon).
500 NOV: 1. Scott Foster (Kaw).
500 INT: 1. Chris Murphy (Hon); 2. Kelly Pichel (Kaw); 3. Revelle Harrison (KTM); 4. Kim Harris (KTM).
500 PRO: 1. Willy Musgrave (ATK).
+25 BEG: 1. Scott Berger (Yam); 2. Bryan Roberts (Kaw); 3. Ronnie Mitchell (Kaw); 4. Bill Ledford (Hon); 5. Chris DeCannett (Suz).
+25 NOV: 1. Frank Villa (Suz); 2. Tony Alessi (Yam); 3. James Ranoli (Hon); 4. Keith McLaughlin (Hon); 5. Travis King (Yam).
+25 INT: 1. Kenny Allen (Yam); 2. Randy Danylo (Kaw); 3. Jim Henn (Suz); 4. Ken Wilson (Hon).
+30 NOV: 1. Mie Graham (Hon); 2. Ron Sharp (Yam); 3. Weston Reid (Kaw); 4. Ken Goldie (Yam); 5. Frank Villa (Suz).
+30 INT: 1. Rod Richardson (Yam); 2. Fritz Schlegal (Yam); 3. Steven Lawler (Yam); 4. David Lynch (Hon); 5. Robert Sheldon (Yam).
+30 PRO: 1. Kudo Mashaki (Hon); 2. Joe Waddington (Yam); 3. Michael Preston (Kaw).
+35 NOV: 1. David Simmons (Yam); 2. Mike Flanagan (Yam); 3. Mark Moore (Suz); 4. Scott Freeman (Yam); 5. Greg Pagan (Hon).
+35 INT: 1. Gary Faxon (Hon).
+40 NOV: 1. Jim Lavorci (Yam); 2. Dennis David (Kaw); 3. Karl Scanlan (Yam); 4. Frank Benecca (Yam); 5. Pete Ballaglia (Suz).
+40 INT: 1. Mike Brooks (Yam); 2. W.G. Wilson (Suz); 3. Ron Way (Hon); 4. Bill Carr (Yam); 5. Ray Simmons (Suz).
+40 EX: 1. Bruce Harris (Hon); 2. Alan Kent (Yam); 3. Larry Lacey (Yam); 4. James Draves (Yam); 5. Jack Kell (Yam).

Spencer stomps OTHG at LACR Motocross

By Greg Robertson

PALMDALE, CA, FEB. 2

"It's definitely not the bike, but the rider," said Ryan Spencer after sweeping both Over The Hill Gang Beginner motos aboard his 1984 Suzuki RM250 at Los Angeles County Raceway.

"Better suspension would be nice, but this thing is as fast as anything out there," said Spencer. And he proved it by grabbing the first moto holeshot ahead of Tim McCue, Steve Basmajian and Art Rivas. Once out front, Spencer worked his trusty sled into a comfortable lead until the end of the moto. Basmajian stayed ahead of the fight for third between Rivas and McCue.

McCue led the second moto for a lap before Spencer found a way around and gradually pulled away for the moto win. McCue did his best human road block impression until the fourth lap when both Chris McConnell and Basmajian squeezed past. McConnell went on to finish second, which was good enough for third overall behind Basmajian's 2-3 score.

Andrew Smith walked away with the first place trophy in the Novice class without winning a moto. Smith gated fourth in moto one and was able to pass both Mike Jervey and Gary Pangborn, but couldn't catch leader Bill Bradley and had to settle for second.

Yamaha YZ250-mounted Randy Bruce overtook the lead from Pangborn early in the second moto and quickly pulled out a five-second lead. Pangborn and Smith had other ideas, as they reeled Bruce back in and waited for him to make a mistake. A lapped rider almost cost Bruce the moto win, as he had to take a long outside line allowing Pangborn to pull alongside. Bruce won the moto by five feet over Pangborn.

Inconsistancy was the order of the day in the Intermediate class as Carl Powell put together 6-1 finishes for first overall.

Powell exited the first turn in moto one midpack and worked up to sixth before getting stuck behind Lynn Barnes and Greg Robertson. Steve Margeson went uncontested to win the moto by 20 seconds over Rick Bealer and David Fajardo.

Powell wasn't planning on getting stuck behind anyone in the second moto as he powered past leader Steve Gordon on lap three and slowly pulled away for the well deserved win. Barnes worked through the pack to finish second and second overall.

Results

BEG: 1. Ryan Spencer (Suz); 2. Steve Basmajian (Hon); 3. Chris McConnell (Kaw); 4. Tim McCue (Suz); 5. Art Rivas (Kaw).
NOV: 1. Andrew Smith (Kaw); 2. Gary Pangborn (Yam); 3. Randy Bruce (Yam); 4. Mike Jervey (Yam); 5. Bill Bradley (Hon).
INT: 1. Carl Powell (Kaw); 2. Lynn Barnes (Yam); 3. Greg Robertson (Yam); 4. David Fajardo (Hon); 5. Rick Bealer (Suz).
EX: 1. Randy Anderson (Yam); 2. Dave Simon (Yam).
PRO: 1. Pat Hubbs (Yam).

Champions honored at AHRMA West awards banquet

By Bill Spencer

FRESNO, CA, JAN. 18

The AHRMA West awards banquet was held at the Fresno's Picadilly Inn, and drew more than 100 attendees. Included among those present were keynote speaker, two-time World MX Champion Jeff Smith, and two-time Grand National Champion Dick Mann.

Organized by Vintage Iron-owner Rick Doughty, the weekend included a swap meet at Vintage Iron Headquarters, cocktails before dinner with Don Emde and Fred Mork, and a day of play riding on Sunday at San Joaquin Raceway.

The highlight of the evening came when it was time to draw the winning raffle ticket. Hundreds of tickets were sold, as the grand prize was a 1974 Honda CR250 donated by Barry Higgins and restored by Vintage Iron. AHRMA West Ladies Champion, Karen Joice, was the lucky winner and stated that she would race the bike. Her husband, Duane, topped the Sportsman 500cc Expert class in both northern California and AHRMA West divisions.

Marsh Runyon topped the Premier Open Twin Novice class, and announced that he would travel to Australia to promote vintage events in April. Greg Owens finished second to Dave Rogers in the Premier Open Twin Intermediate class, but midway through the season bumped himself up to the Expert division and topped that class.

Results

SPRTSMN 125 NOV: 1. Lawrence McDonell; 2. John Gulliford; 3. Russel Heck; 4. Greg Hendrick.
SPTSMN 125 INT: 1. Greg Grouleff; 2. William Clem.
SPTSMN 125 EX: 1. Peter Urfer; 2. Norm Bigelow.
SPTSMN 250 NOV: 1. Jeff Elings; 2. Virgil Elings; 3. Greg Kendrick.
SPTSMN 250 INT: 1. John Lundgren; 2. Jeremy Mickles; 3. Tax Reynolds; 4. Dave Dotson.
SPTSMN 250 EX: 1. Ed Ho; 2. Kelly Owen.
SPTSMN 500 NOV: 1. Bill Rianda.
SPTSMN 500 INT: 1. John Lundgren; 2. Michael Grove; 3. Thomas Engelhardt.
SPTSMN 500 EX: 1. Duane Joice; 2. John Handelin.
SPTSMN OPEN TW NOV: 1. Bill Rianda; 2. James McEuin.
SPTSMN OPEN TW INT: 1. Bill Ripley.
SPTSMN OPEN TW EX: 1. Rick Doughty.
LADIES: 1. Karen Joice; 2. Alexis Skjelbred.
VET NOV: 1. Doug Chaney; 2. Steve Hamann.
VET INT: 1. Hugh Blacka; 2. Mike Atkins; 3. David Dotson.
VET EX: 1. Kelly Owen; 2. Ed Ho; 3. Duane Joice.
SR NOV: 1. John Gulliford; 2. Bill Rianda; 3. Charlie Singleton.
SR INT: 1. Greg Grouleff; 2. Al Behmer; 3. Jeff Keeton.
SR EX: 1. Russ Powell; 2. Mike Beanway; 3. Mike Menesini.
S/SR NOV: 1. Virgil Elings; 2. Phil Anderson; 3. Marsh Runyon.
S/SR INT: 1. Ron Clawson; 2. Wayne Sumner; 3. Rod Brasel.
S/SR EX: 1. Don Swearingen.
PREM L/W NOV: 1. Phil Anderson.
PREM L/W INT: 1. Michael Green.
PREM L/W EX: 1. Peter Ford.
PREM L/W 2 NOV: 1. Bill Sanstag.
PREM L/W 2 INT: 1. Jedd Oshier; 2. Peter Cruttenden.
PREM L/W 2 EX: 1. John Geer.
PREM 500 NOV: 1. Jeff Elinds.
PREM 500 ITN: 1. Eric Tucerk; 2. Wayne Sumner.
PREM 500 EX: 1. Dick Mann; 2. Gregg Owen.
PREM OPEN TW NOV: 1. Marsh Runyon.
PREM OPEN TW INT: 1. Dave Rogers; 2. Greg Owen.
PREM OPEN TW EX: 1. Greg Owen.

Slabaugh, Skinner top Vintage at Firebird Road Race

By Mike Haracourt

CHANDLER, AZ, FEB. 1

Arizonans Gary Slabaugh and Craig Skinner blew away the competition as they rode to easy victories in the Formula 750 and Sportsman 750cc classes, respectively, at the opening round of the AHRMA Western Regional Vintage road races at Firebird International Raceway.

Slabaugh, riding his AMR-sponsored featherbed Norton, dispensed with teammate Mike Haracourt's TR7 Triumph on lap three and was never headed and pulled to a half lap lead at the finish. Haracourt finished second in Formula 750, while Nevadan Ed LaCruze scored top honors in the 500cc Premier class, holding off the hard-charging BSA B500 of Paul Shoen, who finally succumbed to a mechanical failure in the closing laps.

Shoen held everyone's attention in the first race as he led for seven of the 12 laps on his U-haul-sponsored B50, apparently holding the Triple Specialties-sponsored Triumph Trident of Craig Skinner at bay. On the white flag lap, Skinner turned up the wick and waved good-bye as he motored to an easy win in the 750cc Sportsman class, leaving Shoen to take the honors in 500cc Sportsman.

Results

350 SPTSMN: 1. Eric Rice (Hon); 2. Ron Padian (Duc).
500 SPTSMN: 1. Paul Shoen (BSA); 2. Rodd Lighthouse (Vel).
350 GP: 1. Ed LaCruze (Duc); 2. Dave Chrone (Duc); 3. Tim Sheedy (Hon).
750 SPTSMN: 1. Craig Skinner (Tri); 2. Phil Stephens (Lav); 3. Dan Ray (Tri).
CLASSIC 60s: 1. Rodd Lighthouse (Vel).
200 GP: 1. Chris LaCruze (Bul).
PRE: 1. Ed LaCruze (Duc); 2. John Scott (Tri); 3. Paul Shoen (BSA).
F-750: 1. Gary Slabaugh (Nor); 2. Mike Haracourt (Tri); 3. Phil Stephens (Lav); 4. Ken Lighthouse (BSA).

Fisher flies to Clark County ST win

By Derryl Anderson

RIDGEFIELD, WA, JAN. 25

Bell/Mobil Window Tint/Dave England Sign Company-backed Rex Fisher blasted his Wood-Rotax to the heat and main event wins at the Clark County Fairgrounds Indoor Short Track.

In the 600cc Pro heat race, John Simonsen grabbed the initial lead followed by Fisher, Ron Waters and Ryan Anderson. Fisher flew into the lead on lap two and never looked back. Meanwhile, Anderson was chasing Waters but still trying to sort out bike problems. The order remained unchanged to the finish.

In the main event, Waters and Fisher tangled in turn one and went tumbling to the ground. On the restart, Simonsen grabbed the holeshot followed closely by Fisher, Waters and Anderson. Anderson killed his engine in turn two and Waters slid out at the other end of the track. Anderson restarted quickly followed by Waters. Up front, Fisher was all over Simonsen who continued to run a perfect inside line and leave no room for Fisher to make a move. On the last lap, Fisher went under Simonsen where there seemed to be no room at all. The win went to Fisher, then a bewildered Simonsen, Anderson and Waters.

In heat one of the Plus 30 Open class, Ron Evans got the scratch followed by Dain Eichel, Ken McCann and Richard Cates. By lap three, Eichel worked his way by Evans for the lead and the final order was set.

In heat two, Allan Morinville got the scratch ahead of John Sperry and Terry Roach. Two riders missed the start. Sperry went under Morinville on lap two and went all the way to the checkered flag followed by Morinville and Roach.

In the main event, Sperry stole the holeshot ahead of Eichel, Morinville and Evans. Eichel chased Sperry lap after lap, but was unable to make a pass stick. At the checkered flag it was Sperry, Eichel, Morinville and Evans.

Former Pro rider Robby Ohge pulled off the first hat trick of the year at Clark County. Ohge won the 250cc Vintage Single and Plus 30 250cc Amateur classes. Ohge just barely held off the likes of Gary Kapus, Al Schaper and Henry Nelson to earn his wins.

Results

50: 1. Matt McCoy (Yam); 2. Tim Ricketts (Yam); 3. Angela Boyer (Yam).
60: 1. Mike Storm (Hon); 2. John Reed (Kaw).
80: 1. Mike Storm (Hon); 2. Kevin Eakin (Hon); 3. Robert Elder (Hon).
125: 1. Jason Burchett (Kaw); 2. Ricky Moore (Hon); 3. Robert Elder (Hon).
250: 1. Rob Ohge (Kaw); 2. Gary Kapus (Kaw); 3. Henry Nelson (Hon).
OPEN AM: 1. John Sperry (Hon); 2. Jim Morinville (Yam); 3. Rick Burchette (Hon).
VINT SGL: 1. Rob Ohge (Hon); 2. Al Schaper (Hon); 3. Rich Moore (Yam).
VINT TW: 1. Sonny Burres (Tri); 2. Chuck Hodson (Tri); 3. Rick Schaper (Hon).
250 +30: 1. Rob Ohge (Kaw); 2. Henry Nelson (Hon); 3. Gary Kapus (Kaw).
OPEN +30: 1. John Sperry (Hon); 2. Dain Eichel (Yam); 3. Allan Morinville (Yam).
+40: 1. Sonny Burres (Tri); 2. Chuck Hodson (Tri); 3. Ron Mehner (Tri).
TT 500: 1. Terry Roach (Yam); 2. Ron Evans (Yam); 3. Jediah Oliver (Yam).
600 PRO: 1. Rex Fisher (W-R); 2. John Simonsen (Hon); 3. Ryan Anderson (W-R); 4. Ron Waters (W-R).
125 MX: 1. Ben Parker (Hon); 2. Lonnie Reed (Hon); 3. Rod Kemp (Hon).
250 MX: 1. Al Beacherbury (Hon); 2. Richard Schaper (Hon); 3. Tim Fellows (Hon).

Berg scores at Elk Lake ice race

By Tim McBride

ZIMMERMAN, MN, FEB. 2

Jeff Berg rode his Superior Kawasaki/Suzuki-backed RM to a convincing win in the 250cc B class at the opening round of the Dirt Track Riders Association Winter Ice Racing Series, held at Elk Lake.

Berg blasted off the line in the heat race with Mike Ledin and Chris Perman in his wake. Berg then pulled away from the rest of the pack for the win. Second through fifth positions were, Ledin, Perman, Dean Kawalack, and Jerry Lindvall, in that order.

In the main event, Berg again grabbed the holeshot and never looked back. A fierce battle erupted between Perman, Lindvall, Ledin and Kawalack for second place. The foursome were never more than a wheel length apart, but at the checkers it was Berg taking the win with Perman second. Lindvall was third, Ledin fourth and Kawalack fifth.

In the 200cc class, Buzz Arndt won his heat race and topped the main event, Dean Kawalack and Bitsy Kantor finished second and third in both races.

Two separate heats set the stage for the Beginner class final. First heat race winner Mike Ramacher and second heat race winner Jay C. Tromberg lined up for the main event. Off the line first was Tromberg with Ramacher and Jason Larson close behind. Tromberg stretched his lead to a full straightaway, but suddenly lost control of his Yamaha and found himself in the snowbank and out of contention. Ramacher and Jason Larson inherited first and second, respectively, with four laps to go. On the next to last lap, the two collided and went down hard. Both men were unhurt and got up quickly only to find themselves out of a race winning bid. The crash allowed Larson the win, Todd Young second, and Dean Kawalack third place. CN

Results

BEG: 1. John Piesch (Hon); 2. Todd Young (Yam); 3. Dean Kawalack (Suz); 4. Mike Ramacher (Hon); 5. Doug Deering (KTM).
200 B: 1. Buzz Arndt (Kaw); 2. Dean Kawalack (Suz); 3. Bitsy Kantor (Yam); 4. Travis Johnson (Yam); 5. Marcus Bauer (Suz).
250 B-350 4-STRK: 1. Jeff Berg (Suz); 2. Chris Perman (Kaw); 3. Jerry Lindvall (Yam); 4. Mike Ledin (Yam); 5. Dean Kawalack (Suz).
OPEN B: 1. Joey Tromberg (Yam); 2. John Larson (KTM); 3. Dave Jendro (Hon); 4. Jeff Berg (Suz); 5. Chris Perman (Kaw).

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Saturday, February 29
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Sunday, March 1
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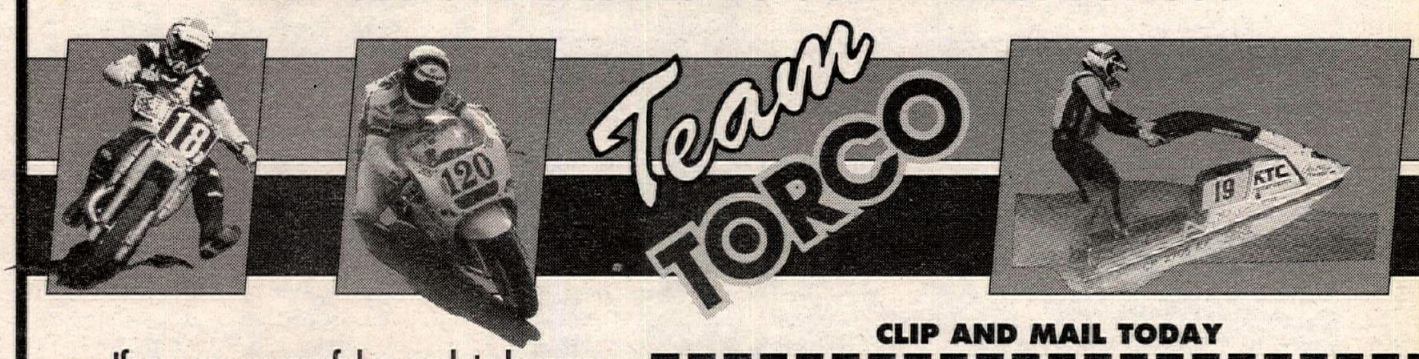

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Camel Motorcycle Week – Daytona Beach, Florida

All events held at Daytona International Speedway unless indicated otherwise

Thursday, February 27

Registration for AMA/CCS racing, AMA building at Speedway, 8:30 a.m.-5:30 p.m.

Tech inspection, AMA/CCS only, garage area, 9:00 a.m.-5:00 p.m.

Registration for Friday AMA Amateur MX, Gatorback Cycle Park, Gainesville, 7:00 p.m.-8:30 p.m.

Friday, February 28

AMA Amateur MX, Gatorback Cycle Park, Gainesville.

Registration for AMA/CCS racing, AMA building at Speedway, 7:00 a.m.-5:00 p.m.

AMA/CCS road race practice, 8:00 a.m.-2:00 p.m.

Four AMA/CCS sprint road races, 2:30 p.m. (14 laps, 50 miles each).

Saturday, February 29

AMA Amateur and AHRMA Vintage MX, Gatorback Cycle Park, Gainesville.

Registration for AMA/CCS racing, AMA building at Speedway, 7:00 a.m.-5:00 p.m.

AMA/CCS road race practice, 8:00 a.m.-11:00 a.m.

14 AMA/CCS sprint road races, 12:00 p.m. (7 laps, 25 miles each).

Registration and tech inspection for Sunday's AMA National Championship MX, Days Inn, Gainesville, 1:00 p.m.-4:00 p.m.

AMA Pro Half Mile, Jax Raceway, Jacksonville, 7:30 p.m, 904/238-6001.

Sunday, March 1

Registration for AMA/CCS racing, AMA building at Speedway, 7:00 a.m.-12:30 p.m.

AMA/CCS road race practice, 8:00 a.m.-10:30 a.m.

AMA National Championship MX, Gatorback Cycle Park, Gainesville 9:00 a.m.

Registration for 3rd Annual American Motorcycle Institute Short Track, Municipal Stadium, 9:00 a.m. (racing follows immediately).

AHRMA vintage road race registration and tech inspection, American Motorcycle Institute, 9:00 a.m.

Three AMA/CCS sprint road races, 10:30 a.m. (7 laps, 25 miles each).

Rolling Thunder Vietnan Veteran's POW/MIA Rally, ride leaves Bellair Plaza at 11:00 a.m., continues to Jackie Robinson Ballpark, rally 1:00 p.m.-4:00 p.m.

AMA/CCS U.S. Endurance Championship Road Race, 12:45 p.m.

MARS Half Mile, Volusia County Speedway, Barberville, 2:00 p.m.

Three AMA/CCS sprint road races, 4:00 p.m. (7 laps, 25 miles each).

AMA Amateur Short Track, Municipal Stadium, 3:00 p.m.

Monday, March 2

Registration for AMA professional road race classes, AMA building at Speedway, (daily through March 6, 7:00 a.m.-4:00 p.m.)

Registration and tech inspection for AHRMA vintage road races, Speedway vintage course, 7:00 a.m. (practice begins at 8:00 a.m.)

Tech inspection for AMA professional classes, speedway garage area, 10:00 a.m.-5:00 p.m.

AHRMA Vintage Road Race, 12:00 p.m., includes BMW Battle of the Legends race (WNDB 1150 AM 1 p.m.)

Post-entry registration for AMA professional classes, AMA building, 1:00 p.m.

Bridgestone's Race Fever Radio Show, Volusia Mall, WNDB 1150 AM, 6:00 p.m.

AMA Amateur Short Track, Municipal Stadium, 7:00 p.m.

Chris Carter Radio Show, WNDB 1150 AM, 7:30 p.m.

Tuesday, March 3

Tech inspection for AMA professional road racing classes, speedway garage area, 7:00 a.m.-5:00 p.m.

Professional road race practice, 8:00 a.m.-5:00 p.m.

Third Annual Brute Horsepower Shootout; American Motorcycle Institute, two miles west of speedway, 3042 Volusia, (daily through Friday, March 6, 10:00 a.m.-3:30 p.m.)

2nd Annual Daytona 200 Back to the Beach Reunion, North Turn Restaurant, 4511 S. Atlantic Ave., Ponce Inlet, 904/760-6467, 11:00 a.m.

AHRMA banquet, Deland Hilton, entry by ticket only, 5:30 p.m. For reservations call 715/882-9699.

Bridgestone's Race Fever Radio Show, Volusia Mall, 1150 WNDB AM, 6:00 p.m.

Chris Carter Radio Show, 1150 WNDB AM, 7:30 p.m.

Wednesday, March 4

AMA breakfast, American Motorcycle Institute, two miles west of speedway, (daily through March 6, 7:00-10:30 a.m.)

AHRMA Vintage Ride, starting at at AMI, 9:00 a.m.

Tech inspection for AMA professional road racing classes, speedway garage area, 7:00 a.m.-5:00 p.m.

Professional road race practice, 8:00 a.m.-3:00 p.m.

Registration for AHRMA vintage trials, 9:00 a.m. (competition begins at 11:00 a.m.)

5th Annual Alligator Road Tour, hosted by Daytona 200 M.C., leaves from clubgrounds, four miles west of speedway on Route 92, 10:00 a.m.

Registration, tech inspection and sound test for AMA Pro-Am/Junior Short Track, Municipal Stadium, 12:00 p.m.-3:00 p.m.

Harley-Davidson Indoor Motorcycle Show, Ocean Center, daily through March 8.

J. Wood and Company Vintage Bike Show and Swap Meet, British Bike Day, Daytona Armory, 725 Ballough Rd., 12:00 p.m.-8:00 p.m.

Int'l Lightweight qualifying for Daytona 200 by Arai, 1:00 p.m.-5:00 p.m. (determines top four starting positions).

Registration for 42nd Annual Alligator Enduro presented by Daytona Dirt Riders, behind AMA building at speedway, 1:00 p.m-5:00 p.m.

Practice and time trials for Pro-Am/Junior Short Track, Municipal Stadium, 3:00 p.m.

Bridgestone's Race Fever Radio Show, Volusia Mall, 1150 WNDB AM, 6:00 p.m.

AHRMA BMW Banquet, Daytona Armory, 6:30 p.m.

Chris Carter Race Show, 1150 WNDB AM, 7:30 p.m.

AMA Junior/Pro-Am Short Track, Municipal Stadium, 8:00 p.m.

Thursday, March 5

Registration and start of Daytona Dirt Riders Charity Dual Sport Ride, Municipal Stadium, 8:00-a.m.-9:30 p.m.

Professional road race practice, 8:00 a.m.-10:30 a.m.

Daytona International Motorcycle Show, speedway grounds (9:00 a.m.-6:00 p.m., daily through March 7).

42nd Annual Alligator Enduro, State Route 11, 9:01 a.m.

Alligator Dual Sport Ride, start at Municipal Stadium, last rider out 9:30 a.m.

Harley-Davidson Indoor Show and Traveling Museum, Daytona Beach Center, 10:00 a.m.-6:00 p.m.

14th Annual Daytona Swap Meet, sidecar and trike day, Volusia County Fairgrounds, Barberville, 10:00 a.m.-6:00 p.m.

Super Twins road race qualifying, 11:00 a.m.-11:25 a.m.

Harley-Davidson Twin Sports road race qualifying, 11:35 a.m.-12:00 p.m.

J. Wood and Company Vintage Bike Show and Swap Meet, British and Early American Day, Daytona Armory, 725 Ballough Rd., 12:00 p.m.-8:00 p.m.

AHRMA Triumph International Owners Club Meet, at Daytona Armory bike show, awards banquet to follow at 6:30 p.m., 800/451-5113.

Registration, tech inspection and sound test for AMA Junior/Expert Regional Short Track, Municipal Stadium, 12:00 p.m.-3:00 p.m.

Int'l Lightweight road race qualifying, 1:00 p.m.-1:50 p.m.

Superbike qualifying, final session, 2:00 p.m.-2:45 p.m.

Registration for Friday's hare scrambles, Russel's Ranch and Gator Farm, Osteen, 15 miles southwest of Daytona, 2:00 p.m.-6:00 p.m.

Supersport 600 road race qualifying, 2:55 p.m.-3:55 p.m.

Practice and time trials for AMA Junior/Expert Regional Short Track, 3:00 p.m.

Daytona Fun Machine Live Radio Show, WNDB 1150 AM, 3:00 p.m.

Supersport 750 road race qualifying, 4:05 p.m.-5:05 p.m.

Bridgestone's Race Fever Radio Show, Volusia Mall, 1150 WNDB AM, 6:00 p.m.

Chris Carter Radio Show, 1150 WNDB AM, 7:30 p.m.

AMA Expert/Junior Short Track, Municipal Stadium, 8:00 p.m.

Friday, March 6

Professional road race practice, 8:00 a.m.-11:30 a.m.

Registration for hare scrambles, Russel's Ranch and Gator Farm, 8:00 a.m.-10:00 a.m. (first race at 10:00 a.m.)

Daytona International Motorcycle Show, speedway grounds, 9:00 a.m.-6:00 p.m.

12th Annual Concours d'Elegance vintage motorcycle show, hosted by AHRMA, speedway infield, 9:00 a.m.-3:30 p.m.

Harley-Davidson Indoor Show and Traveling Museum, Daytona Beach Center, 10:00 a.m.-6:00 p.m.

Registration for Daytona Supercross by Honda, riders and mechanics, AMA building, 10:00 a.m.-6:00 p.m.

14th annual Daytona Swap Meet, Antique Bike Day, Volusia County Fairgrounds, Barberville, 10:00 a.m.-6:00 p.m.

J. Wood and Company Vintage Bike Show and Swap Meet, European and Japanese Bike Day, Daytona Armory, 12:00 p.m.-3:00 p.m.

First Arai Twin 50 (15 laps, 50 miles), second Arai Twin 50 (15 laps, 50 miles), Super Twins final (15 laps, 50 miles), 750cc Supersport final (15 laps, 50 miles) 12:30 p.m., WNDB 1150 AM.

Practice and time trials for AMA 600cc National dirt track, Municipal Stadium, 3:00 p.m.

Municipal Stadium Short Track Radio Show, WNDB 1150 AM, 6 p.m.

Meet Racing Heroes with Don Emde, Daytona Armory, 6:30 p.m.

Budweiser 600cc National Short Track, Municipal Stadium, 7:30 p.m.

Chris Carter Radio Show, WNDB 1150 AM, 7:30 p.m

Saturday, March 7

Registration for supercross mechanics, officials and contingency sponsors, AMA building, 7:00 a.m.-10:00 a.m.

4th Annual Open House and Bike Show, Personal Cycle Service, 115 E. Mason Ave., 8:00 a.m.

Professional supercross practice, 8:30 a.m.-11:30 a.m.

American Motorcycle Heritage Foundation Breakfast, Howard Johnson's, 600 Atlantic Blvd., 9:00 a.m.

AMA Risk Management Workshop, American Motorcycle Institute, 9:00 a.m.

Big Daddy Rat's Custom Bike Show, Ocean Center north parking lot, 9:00 a.m.-5:00 p.m.

Daytona International Motorcycle Show, speedway grounds, 9:00 a.m.-6:00 p.m.

J. Wood and Company Vintage Bike Show and Swap Meet, plus Vintage Bike Magazine Concours Show, Daytona Armory, 10:00 am.-4:00 p.m.

Harley-Davidson Show and Traveling Museum, Daytona Beach Ocean Center, 10:00 a.m.-6:00 p.m.

14th Annual Daytona Swap Meet, European Bike Day, Volusia County Fairgrounds, 10:00 a.m.-6:00 p.m.

Registration, tech inspection and sound testing for AMA Camel Pro Series Short Track, AMA trailer at Municipal Stadium, 12:00 p.m.-3:00 p.m.

22nd annual Daytona Supercross by Honda, Camel Supercross Series, 1:10 p.m., WNDB 1150 AM.

Practice and time trials for AMA Camel Pro Short Track, Municipal Stadium, 3:00 p.m.

5th Annual Daytona Antique and Classic Motorcycle Auction, Daytona Armory, 4:00 p.m.

Municipal Stadium Short Track Show, WNDB 1150 AM, 6:00 p.m.

Camel Pro Series Short Track, Municipal Stadium, 8:00 p.m.

Chris Carter Race Show, WNDB 1150 AM, 7:30 p.m.

Sunday, March 8

Registration for AMA professional road race mechanics and contingency sponsors, AMA building, 8:00 a.m.-10:00 p.m.

Harley-Davidson motorcycle parade to the Daytona 200, begins at Bellair Plaza, 2425 Atlantic Ave., 8:00 a.m.

Daytona International Motorcycle Show, speedway grounds, 9:00 a.m.-6:00 p.m.

Practice for all road race classes, in sessions, 8:00 a.m.-9:30 a.m.

600cc Supersport International Road Race (18 laps, 64 miles), International Lightweight 100k (18 laps, 103 km), Harley-Davidson Twin Sports Final (7 laps, 25 miles), 10:30 a.m., WNDB 11 a.m.

51st Daytona 200 by Arai Superbike National, 1:30 p.m. (57 laps, 200 miles), WNDB 1150 AM.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/29	Suzuka City, Japan
4/12	Eastern Creek, Australia
4/19	Shah Alam, Malaysia
5/10	Jerez, Spain
6/7	Hungaroring, Hungary
6/14	Nurburging, Germany
6/27	Assen, Holland
8/2	Donington Park, England
8/9	Salzburg, Austria
8/23	Magny-Cours, France
9/6	Catalunya, Spain
9/20	Interlagos, Brazil
10/4	Kyalami, South Africa

* Tentative

World C'ship Superbike Road Race Series

4/5	Albacete, Spain
4/19	Donington Park, Great Britian
5/3	Mugello, Italy
5/10	Hockenheim, Germany
5/24	Francorchamps, Belgium
6/28	Paul Ricard, France
7/12	Oesterreichring, Austria
8/9	Most, Czechoslovakia
8/23	Shah Alam, Malaysia
8/30	Sugo, Japan
9/13	Assen, Holland
10/4	Monza, Italy
10/18	Manfield, New Zealand
10/25	Phillip Island, Australia

World C'ship Endurance Road Race Series

4/26	LeMans, France
7/19	Johor, Malaysia
7/26	Suzuka, Japan
8/16	Francorchamps, Belgium
9/20	Paul Ricard, France
10/25	Phillip Island, Australia

World C'ship Observed Trials Series

3/29	TBA, Spain
4/5	Bilstain, Belgium
4/19	TBA, Great Britian
4/26	Powerscourt, Ireland
5/17	Eyhoutiers, France
5/24	TBA, Andorra
6/7	Nepomuk, Czechoslovakia
6/14	Myslenice, Poland
6/21	Kiefersfelden, Germany
7/5	TBA, Italy
8/3	Rennie, Canada
9/5	Watkins Glen, NY, USA

Trial des Nations

9/7	Watkins Glen, NY, USA

World C'ship 125cc MX Series

3/29	Jerez, Spain
4/5	TBA
4/12	Ponte Egola, Italy
4/26	Plomion, France
5/3	Genk, Belgium
5/10	Svamphanan, Sweden
5/24	Kaposvar, Hungary
6/14	Dalecin, Czechoslovakia
7/12	Gdynia-Kolibki, Poland
7/26	Amatitlan, Guatemala
8/2	Campos Jordao, Brazil
8/23	Suzuka, Japan

World C'ship 250cc MX Series

4/5	Valkenswaard, Holland
4/12	Payerne, Switzerland
4/26	Schwanenstadt, Austria
5/3	Gallarate, Italy
6/14	Northeim, Germany
6/21	Foxhill, Great Britian
7/12	Maracay, Venezuela
7/19	Unadilla, NY, USA
8/2	Tibro, Sweden
8/9	Heinola, Finland
8/23	Suzuka, Japan

World C'ship 500cc MX Series

4/5	San Bernardino, CA, USA
5/3	Sverepec, Czechoslovakia
5/10	Sittendorf, Austria
5/24	Ruskeasanta, Finland
6/14	Baldasserona, San Marino
6/21	Reisersberg, Germany
7/5	Hawkstone Park, Great Britian
7/12	Cussac, France
7/19	Lichtenvoorde, Holland
8/2	Namur, Belgium
8/9	Folkendange, Luxemburg
8/23	Roggenburg, Switzerland

Motocross des Nations

9/6	Manjimup, Australia

Int'l Six Days Enduro

8/25-30	Cessnock, Australia

CMA Canadian Nat'l Ice Race C'ship

2/23 St. Narcisse, Quebec, CAN
Info 416/522-5705

CMA Canadian Supercross Series

5/2	Toronto, Ont., CAN
9/19	Montreal, Quebec, CAN

Info 416/363-9035

AMA Grand Nat'l C'ship Camel Pro Series

3/7	Daytona Beach, FL ST
4/11	Sacramento, CA M
5/9	Pomona, CA HM
5/17	San Jose, CA M
5/24	Springfield, IL M
5/30	Parkersburg, WV HM
6/14	Syracuse, NY M
6/27	Lima, OH HM
7/11	Hagerstown, MD HM
7/25	Oklahoma City, OK HM
8/2	Peoria, IL TT
8/22	Indianapolis, IN M
9/6	Springfield, IL M
9/13	Fresno, CA M
9/26	Sacramento, CA M
10/10	Pomona, CA HM

Info 614/891-2425

AMA Nat'l C'ship 600 Dirt Track Series

3/6	Daytona Beach, FL ST
5/3	Fresno, CA M
6/7	Peoria, IL TT
* 7/5	Franklin, WI ST
8/5	Rapid City, SD HM
8/7	Sturgis, SD ST
8/21	Hamburg, NY HM
8/29	Lke Odessa, MI HM
9/19	Castle Rock, WA TT
10/25	Fresno, CA TT

* Tentative
Info 614/891-2425

AMA Camel Supercross Series

2/22	Atlanta, GA
3/7	Daytona Beach, FL
3/14	Charlotte, NC
3/21	Indianapolis, IN
3/28	Tampa, FL
4/11-12	Pontiac, MI
4/25	Las Vegas, NV
5/30	Irving, TX
6/6	San Jose, CA
6/20	Los Angeles, CA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

3/8	Daytona Beach, FL
4/11-12	College Station, TX
4/25-26	Monterey, CA
5/2-3	Charlotte, NC
6/12-14	Brainerd, MN
6/20-21	Loudon, NH
6/27-28	Elkhart Lake, WI
8/1-2	Lexington, OH
10/3-4	College Station, TX

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

3/1	Gainesville, FL
5/17	Southwick, MA
5/24	Mt. Morris, PA
6/14	Sacramento, CA
7/5	Buchanan, MI
7/26	Troy, OH

Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

8/16	Millville, MN
8/2	Washougal, WA
8/30	Binghamton, NY
9/27	Delmont, PA
10/4	Budds Creek, MD

Info 614/891-2425

AMA Nat'l Arenacross Series

Central

2/21-23	Odessa, TX

East

3/13-15	Memphis, TN
3/27-29	Perry, GA

Info 817/834-2298

AMA Nat'l C'ship Enduro Series *

4/5	Morrison, IL
4/12	Santa Rosa, CA
5/3	Rose City, MI
5/10	Wellston, OH
10/11	Redding, CA
10/25	Bear, DE
11/1	New Paris, IN
11/8	Greenville, OH

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series *

3/22	Lucerne Valley, CA
4/12	Jericho, UT
5/3	Las Vegas, NV
9/27	Wendover, UT
10/25	Lucerne Valley, CA

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series *

3/22	Cadiz, KY
3/29	Hurricane Mills, TN
4/5	Redding, CA
7/26	New Berlin, NY
9/6	Millfield, OH
9/13	Hookstown, PA
9/27	Lynnville, IN
10/11	Kahoka, MO
11/1	Phoenix, AZ

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Reliability Enduro Series *

4/23-26	Tulsa, OK
5/16-17	Speedsville, NY
5/24	McArthur, OH
5/30-31	Boise, ID
6/12-14	Bellingham, WA
6/27-28	McMinnville, OR
10/4	Minden, NV

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series

5/17	Middlebury, IN
6/7	Jefferson, PA
6/14	Freemansburg, PA
6/21	Avoca, NY
7/12	Logan, OH
8/2	Muskegon, MI
9/13	Freemansburg, PA
9/20	Middlebury, IN
9/27	Jefferson, PA
10/11	Oregonia, OH

Info 614/891-2425

AMA Dual Sport Trail Ride Series

5/2-3	Sugar Grove, OH
6/6-7	Maryland Heights, MO
6/13-14	Davis, WV
7/18-19	Las Vegas, NV
9/12-13	Cadiz, KY
10/3-4	McArthur, OH
10/10-11	Angels Camp, CA

Info 614/891-2425

AMA Wiseco/Yamaha Yokohama Grand Nat'l C'ship Cross Country Series

3/15	Greeneville, TN
3/29	Hurricane Mills, TN
4/12	Shelby, NC
4/26	Brownsville, PA
5/3	Beckley, WV
5/17	Boyers, PA
6/7	Millfield, OH
6/21	Davis, WV
8/2	Newcomerstown, OH
8/30	Waterford, OH
9/20	Bunner Ridge, WV
10/4	Mt. Morris, PA
10/18	TBA

Info 304/594-1157

AMA Amateur Dirt Track Nat'l Finals *

Half Mile

7/4-5	Henry, IL

Short Track

7/8	Henry, IL

TT Scrambles

7/11-12	Henry, IL

* Tentative
Info 614/891-2425

Volusia County Fair CAMPGROUND

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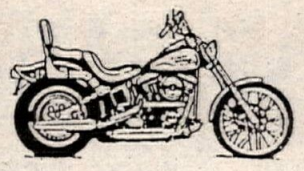
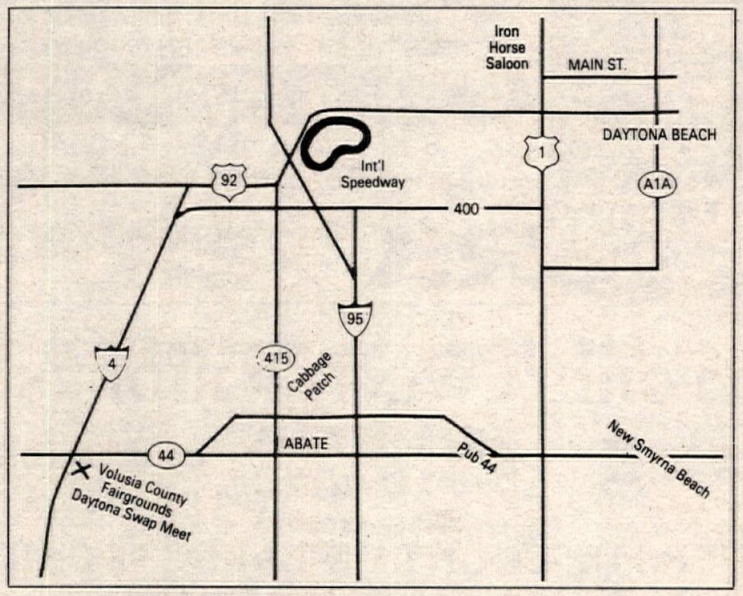


Feb. 28 - March 9

Just Minutes From All Bike Week Activities



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GFI Super Saturday Morning MX
Saturday, February 29 **Perris Raceway**
GFI Round 6 **North Rain Date MX**

SRA GP | **California Schedule**

Members *Non Members*
February 23 Sunrise Park
March 29 Carlsbad
Info (714) 957-2985

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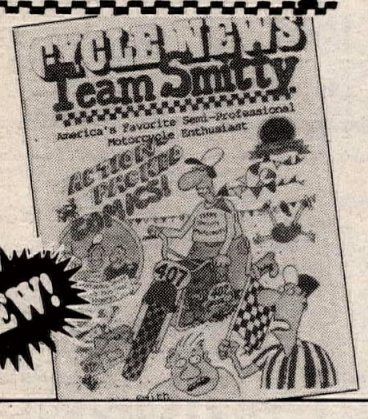

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Glen Helen OHV
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Race Schedule
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February 29 Perris Raceway G.F.I. M.X.
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Mar. 1 LA County Raceway
March 8 Sunrise Park
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CALENDAR

AMA Jr. Nat'l Dirt Track Series

5/24	Springfield, IL M
5/30	Mineralwells, WV HM
6/14	Syracuse, NY M
7/11	Hagerstown, MD HM
7/25	Oklahoma City, OK HM
8/2	Peoria, IL TT
8/7	Sturgis, SD ST
8/21	Hamburg, NY HM
8/29	Lke Odessa, MI HM
9/6	Springfield, IL M
9/13	Fresno, CA M
9/19	Castle Rock, WA TT
9/26	Sacramento, CA M

Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb *

8/22-23	Mankato, MN

* Tentative
Info 614/891-2425

AMA Amateur Supercross Series

2/23	Atlanta, GA
2/28	Gainesville, FL
3/15	Charlotte, NC
3/22	Indianapolis, IN
3/29	Tampa, FL
5/3	Dallas, TX
6/7	San Jose, CA

Info 813/822-8929

AMA/CCS Pro/Am Road Race Series

Florida Region

2/29-3/1	Daytona Beach, FL
3/21-22	W. Palm Beach, FL
4/18-19	Faulkville, GA
4/25-26	W. Palm Beach, FL
5/25	W. Palm Beach, FL
7/18-19	W. Palm Beach, FL
8/15-16	W. Palm Beach, FL
9/5-6	Faulkville, GA
9/19-20	W. Palm Beach, FL
9/26-27	Braselton, GA
10/17-18	Daytona Beach, FL
12/13	W. Palm Beach, FL

Southeast Region

2/29-3/1	Daytona Beach, FL
4/18-19	Faulkville, GA
5/9-10	Talladega, AL
5/23-24	Faulkville, GA
6/13-14	Talladega, AL
6/27-28	Faulkville, GA
8/1-2	Faulkville, GA
9/5-6	Faulkville, GA
9/26-27	Braselton, GA
10/17-18	Daytona Beach, FL

Mid Atlantic Region

4/18-19	Faulkville, GA
5/2-3	Summit Point, WV
5/23-24	Faulkville, GA
6/20-21	Summit Point, WV
7/18-19	Summit Point, WV
9/12-13	Summit Point, WV
9/26-27	Braselton, GA
10/17-18	Daytona Beach, FL

(Dates at Charlotte TBA)

Great Lakes Region

4/11-12	Grattan, MI
4/25-26	Elkhart Lake, WI
5/16-17	Rockton, IL
5/23-24	Mt. Meridian, IN
6/13-14	Grattan, MI
7/4-5	Grattan, MI
7/25-26	Rockton, IL
8/8-9	Mt. Meridian, IN
8/29-30	Grattan, MI
9/19-20	Grattan, MI
10/17-18	Daytona Beach, FL

Midwest Region

4/25-26	Elkhart Lake, WI
5/16-17	Rockton, IL
5/23-24	Mt. Meridian, IN
6/6-7	Rockton, IL
7/4-5	Grattan, MI
7/25-26	Rockton, IL
8/8-9	Mt. Meridian, IN
8/22-23	Rockton, IL
9/12-13	Rockton, IL
9/19-20	Grattan, MI
10/17-18	Daytona Beach, FL

Northeast Region

4/11-12	Loudon, NH
5/9-10	Loudon, NH
6/13-14	Loudon, NH
7/18-19	Loudon, NH
8/29-30	Loudon, NH
9/19-20	Loudon, NH
10/10-11	Loudon, NH
10/17-18	Daytona Beach, FL

(Dates at Bridgehamton TBA)

Southwest Region

2/29-3/1	Las Vegas, NV
3/28-29	Phoenix, AZ
5/23-24	Phoenix, AZ
6/6-7	Las Vegas, NV
9/5-6	Las Vegas, NV
9/19-20	Phoenix, AZ
10/17-18	Daytona Beach, FL

South Central Region

7/4-5	College Station, TX
8/22-23	Topeka, KS
9/19-20	College Station, TX

(Dates at Texas World Spdy. TBA)

AMA/CCS Race of Champions

10/17-18	Daytona Beach, FL

AMA/Loretta Lynn's Amateur/Youth MX Qualifiers

Northeast Area

3/28-29	Jacksonville, PA
4/4-5	Wallkill, NY
4/25-26	Armaugh, PA
5/2-3	Fredericksburg, VA
5/16-17	Auburn, NY
6/13-14	Amateur Regional Budds Creek, MD
6/27-28	Youth Regional Delmont, PA

Southeast Area

4/4-5	Reddick, FL
4/11-12	Macon, GA
4/25-26	Society Hill, SC
5/2-3	Kingsport, TN
6/27-28	Amateur Regional Gainesville, FL
6/20-21	Youth Regional Stanford, NC

Mideast Area

4/4-5	Hortonville, IN
4/11-12	Sugar Grove, OH
4/18-19	Buchanan, MI
4/25-26	Wabash, IN
5/2-3	Stanton, MI
5/16-17	Tiffin, OH
6/27-28	Amateur Regional McArthur, OH
6/20-21	Youth Regional Mitchell, IN

North Central Area

4/4-5	Columbia, MO
4/25-26	Lowes, KY
5/9-10	Casey, IL
6/6-7	Denmark, WI
6/20-21	Amateur Regional Casey, IL
6/27-28	Youth Regional Kahoka, MO

South Central Area

4/28	Tyler, TX
5/17	Rio Vista, TX
6/20-21	Am./Youth Regional Rio Vista, TX

West Central Area

3/28-29	Ogden, UT
5/16-17	Price, UT
5/30-31	Am./Youth Regional Ogden, UT

Info 614/891-2425

NMA World Mini GP

4/24-26	Las Vegas, NV

Info 310/868-8112

NMA Grand Nat'l MX C'ship

8/5-9	Ponca City, OK

Info 310/868-8112

AMA Mid-South C'ship Hare Scrambles Series

2/23	Clarksville, TN

Info 615/331-1475

Central WI Ice Racing C'ship Series

2/23	Dexterville, WI
3/2	Rock Dam, WI

Info 715/267-6432

WERA F-USA Pro Road Race Series

4/3-5	Rosamond, CA
5/15-17	Braselton, GA
5/29-31	Shannonville, Ont., CAN
6/12-14	Kent, WA
7/17-19	Brainerd, MN
8/7-9	Clermont, IN
8/21-23	Long Pond, PA
9/18-20	West Palm Beach, FL
10/28-11/1	Braselton, GA

* Tentative
Info 916/582-0451

Vanson/PM WERA Nat'l Endurance Series

3/14	Faulkville, GA
3/28	Talladega, AL
4/4	Rosamond, CA
5/9	Mt. Meridian, IN
5/16	Braselton, GA
6/13	Kent, WA
6/27	Grattan, MI
7/11-12	Garrettsville, OH
7/18	Brainerd, MN
8/8	Clermont, IN
8/29	Millington, TN
9/12-13	Rosamond, CA
9/19	W. Palm Beach, FL
10/30	Braselton, GA

Info 916/582-0451

WERA Nat'l C'ship Road Race Series

Mid-Atlantic Region

4/11-12	Summit Point, WV
4/25-26	Rockingham, NC
5/2-3	Garrettsville, OH
5/23-24	Summit Point, WV
6/6-7	Garrettsville, OH
8/1-2	Rockingham, NC
8/8-9	Summit Point, WV
8/21-22	Long Pond, PA
9/5-6	Garrettsville, OH
10/3-4	Garrettsville, OH
10/10-11	Summit Point, WV

Southeast Region

2/22-23	Talladega, AL
3/13-15	Faulkville, GA
3/27-29	Talladega, AL
4/25-26	Rockingham, NC
5/30-31	Talladega, AL
6/13-14	Faulkville, GA
6/27-28	Talladega, AL
7/18-19	Faulkville, GA
8/1-2	Rockingham, NC
8/15-16	Talladega, AL
8/21-22	Long Pond, PA
8/28-30	Millington, TN
9/19-20	Faulkville, GA
10/10-11	Talladega, AL

North Central Region

4/11-12	Clermont, IN
4/18-19	Grattan, MI
5/9-10	Mt. Meridan, IN
5/16-17	Grattan, MI
6/13-14	Mt. Meridan, IN
6/27-28	Grattan, MI
7/4-5	Mt. Meridan, IN
7/25-26	Grattan, MI
8/21-22	Long Pond, PA
9/12-13	Grattan, MI
9/26-27	S. Beloit, IL
9/5-6	Garrettsville, OH

Mid-Central Region

2/22-23	Talladega, AL
3/27-29	Talladega, AL
5/9-10	Mt. Meridan, IN
5/17	E. St. Louis, IL
5/30-31	Talladega, AL
6/13-14	Mt. Meridan, IN
6/21	E. St. Louis, IL
7/4-5	Mt. Meridan, IN
7/12	E. St. Louis, IL
8/15-16	Talladega, AL
8/21-22	Long Pond, PA
8/23	E. St. Louis, IL
8/28-30	Millington, TN
10/10-11	Talladega, AL

South Central Region

3/1	Henderson, TX
3/14-15	Henderson, TX
4/4-5	College Station, TX
4/19	Henderson, TX
5/2-3	Henderson, TX
5/30-31	Henderson, TX
6/20-21	College Station, TX
7/18-19	Henderson, TX
8/15-16	College Station, TX
8/21-22	Long Pond, PA
8/29-30	Millington, TN
9/12-13	Henderson, TX
10/17-18	College Station, TX

Info 803/681-9372

Metzler/WERA Grand National Final

10/28-11/1	Braselton, GA

IDBA Nat'l C'ship Drag Race Series

3/28-29	Ennis, TX
5/16-17	Bowling Green, KY
6/20-21	Leicester, NY
7/18-19	Columbus, OH
8/8-9	Norwalk, OH
8/29-30	Rockingham, NC
10/23-25	World Finals Memphis, TN

Info 205/849-7886

NESC C'ship MX Series

3/22	Middleboro, MA
3/29	Middleboro, MA
4/5	Southwick, MA
4/12	Middleboro, MA
4/19	Middleboro, MA
4/26	Southwick, MA
5/3	Middleboro, MA
5/10	Southwick, MA
5/24-25	Lewiston, ME
5/31	Central Village, CT
6/7	Southwick, MA
6/14	Middlebury, MA
6/21	Southwick, MA
6/28	Central Village, CT
7/4-5	Lewiston, ME
7/12	Southwick, MA
7/26	Lewiston, ME
8/2	Middleboro, MA
8/9	Southwick, MA
8/16	Lewiston, ME
8/23	Central Village, CT
8/30	Southwick, MA
9/6-7	Lewiston, ME
9/13	Southwick, MA
9/20	Middleboro, MA
9/27	Central Village, CT
10/4	Southwick, MA
10/11	Middleboro, MA
10/18	Southwick, MA
10/25	Middleboro, MA
11/1	Middleboro, MA
11/8	Middleboro, MA

Info 413/772-0685

New York State C'ship Hare Scrambles Series

4/12	Center Lisle, NY
4/26	Sauquoit, NY
5/10	Perrysburg, NY
5/25	S. Edmeston, NY
6/7	Little Genesee, NY
7/12	Rew, PA
7/26	S. Edmeston, NY
8/2	Speedsville, NY
8/16	Little Genesee, NY
8/23	Moravia, NY
9/20	Sauquoit, NY

10/11 Mapledale, NY
10/25 S. Edmeston, NY
Info 315/839-5637

AMA Southeastern Regional MX C'ship Mega Series

3/8 Blountville, TN
3/29 Blountville, TN
4/18 Calhoun, GA
4/25-26 Blountville, TN
5/3 Kingsport, TN
5/10 Wytheville, VA
5/17 London, KY
5/30-31 Blountville, TN
6/6 Gray, TN
6/14 Morganton, NC
7/11-12 Blountville, TN
7/19 Wytheville, VA
8/23 Blountville, TN
9/13 Blountville, TN
9/27 Kingsport, TN
10/25-26 Blountville, TN
Info 615/323-5497

FMC Motocross Series

3/8 Reddick, FL
3/15 Orlando, FL
3/22 Ocala, FL
3/29 Hardeeville, SC
4/12 Reddick, FL
4/18 Dade City, FL
4/26 Ocala, FL
5/10 Reddick, FL
5/17 Orlando, FL
5/24 Ocala, FL
5/30 Hardeeville, SC
6/7 Ocala, FL
6/14 Reddick, FL
6/21 Orlando, FL
7/4 Dade City, FL
7/12 Reddick, FL
7/19 Orlando, FL
7/26 Ocala, FL
8/2 Orlando, FL
8/23 Ocala, FL
8/29 Hardeeville, SC
9/13 Reddick, FL
Info 904/399-0213

CRA Road Race C'ship Series

5/16-17 Brainerd, MN
5/30-31 Brainerd, MN
6/27-28 Brainerd, MN
8/8-9 Brainerd, MN
9/19-20 Brainerd, MN
Info 612/332-4070

Grans Prix de Baja Series

2/29 Mexicali Gran Prix Mexicali, B.C., MEX
4/11 Baja Malibu Gran Prix Rosarito, B.C., MEX
6/13 Tecate Gran Prix Tecate, B.C., MEX
10/17 Ensenada Gran Prix Ensenada, B.C., MEX
12/19 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

Golden Crown of Baja Series

3/27-29 Gran Carrera de Mexicali Mexicali, B.C., MEX
5/22-24 Gran Carrera de Tecate Tecate, B.C., MEX
7/24-26 Gran Carrera de Ensenada Ensenada, B.C., MEX
9/25-27 Gran Carrera de Campeones San Felipe, B.C., MEX
Info 818/340-5750

International Oldtimers Motocross Series

4/11-12 Rupert, ID
5/2-3 Marysville, CA
5/23-24 Richland, WA
5/30-31 Edmonton, Alberta, CAN
6/20-21 Mammoth Lakes, CA
7/4-5 Duncan, B.C., CAN
7/11-12 Rock Springs, WY
7/25-26 Albany, OR
9/5-6 Fernley, NV
9/19-20 Brentwood, CA
Info 208/327-0693

AHRMA/BMW Classic Cup Series

3/2 Daytona Beach, FL
6/18 Loudon, NH
7/4 Grattan, MI
9/19 Steamboat Springs, CO
Info 715/842-9699

AHRMA Historic Cup Series

2/29 Talladega, AL
3/2 Daytona Beach, FL
3/28 Firebird, AZ
5/16 Rockton, IL
6/6 Las Vegas, NV
6/18 Loudon, NH
7/4 Grattan, MI
7/18 Summit Point, WV
8/8 Mt. Meridian, IN
9/19 Steamboat Springs, CO
Info 715/842-9699

AHRMA Eastern Road Race Series

4/18 Faulkville, GA
9/5 Faulkville, GA
Info 715/842-9699

AHRMA Central Road Race Series

7/25 Rockton, IL
Info 715/842-9699

AHRMA Vintage Trials Series

3/4 Ocala, FL
5/3 White Pine State Park, IL
5/16 Dixon, TN
8/8 Toronto, OH
8/29 Donner Pass, CA
9/17 Steamboat Springs, CO
9/27 Millville, MN
10/4 Flat River, MO
Info 715/842-9699

AHRMA Vintage Iron Nat'l MX Series

2/29 Gainesville, FL
3/21 Atlanta, GA
4/12 Brentwood, CA
5/30-31 Blountville, TN
7/4 Buchanan, MI
7/25 Linnville, OH
9/18 Steamboat Springs, CO
9/26 Millville, MN
Info 715/842-9699

AHRMA Northeastern Vintage MX Series

4/12 Southwick, MA
5/3 Claverack, NY
6/7 Monticello, NY
7/12 Sleepy Hollow, PA
8/9 Englishtown, NJ
9/27 Southwick, MA
10/11 Englishtown, NJ
Info 715/842-9699

AHRMA Southeastern MX Series

7/11 Holiday Downs, GA
9/6 Holiday Downs, GA
10/11 Breman, GA
Info 715/842-9699

AHRMA West MX Series

3/22 Palmdale, CA
4/12 Brentwood, CA
6/14 Eugene, OR
9/27 Fernley, NV
10/18 Palmdale, CA
10/25 Hollister, CA
11/8 Tulare, CA
Info 715/842-9699

AHRMA NorCal MX Series

2/23 Brentwood, CA
4/12 Brentwood, CA
5/17 Dixon, CA
7/26 Carson City, NV
9/27 Fernley, NV
10/25 Hollister, CA
Info 715/842-9699

AHRMA Vintage Dirt Track Series

3/22 Holiday Downs, GA
6/6 Houston, TX
7/18 Henderson, KY
8/4-5 Sturgis, SD
9/7 Holiday Downs, GA
9/14 Steamboat Springs, CO
10/18 Dallas, TX
Info 715/842-9699

RMEC Enduro Series

* 4/12 Walden, CO
5/3 Chadron, NE
5/24 Limon, CO
6/14 Buena Vista, CO
7/12 Rand, CO
8/2 Steamboat Springs, CO
8/9 Julesburg, CO
* 10/4 Cloudcroft, NM
* Tentative
Info 307/742-4136

MTEG Off-Road C'ship GP Series

2/22 San Diego, CA
3/21 Seattle, WA
4/4 Irving, TX
5/2 Tempe, AZ
7/18 Los Angeles, CA
9/TBA Denver, CO
10/TBA Las Vegas, NV
11/TBA Oakland, CA
Info 714/938-4100

SCORE Int'l Off Road Series

4/24-26 San Felipe 250 San Felipe, B.C., MEX
6/5-7 Baja 500 Ensenada, B.C., MEX
11/11-14 Baja 1000 Ensenada-Le Paz, B.C., MEX
Info 818/889-9216

CMRA Road Race Series

3/1 Henderson, TX
3/14-15 Henderson, TX
4/4-5 College Station, TX
4/19 Henderson, TX
5/2-3 Henderson, TX
5/30-31 Henderson, TX
6/20-21 College Station, TX
7/18-19 Henderson, TX
8/15-16 College Station, TX
9/12-13 Henderson, TX
10/17-18 College Station, TX
Info 713/342-9032

Sabine Enduro Circuit

2/23 String Prairie, TX
3/15 Fort Polk, LA
4/5 Nacogdoches, TX
6/7 Kirby, AR
8/9 Breezy Hill, LA
8/23 Lake Nimrod, AR
9/6 St. Jo, TX
9/20 New Waverly, TX
10/25 Oklahoma City, OK
11/8 Muenster, TX
Info 504/928-2117

OCCRA Cross Country Series

3/18 Stillwater, OK
3/29 Oklahoma City, OK
4/12 Lawton, OK
4/29 Oklahoma City, OK
5/17 Ardmore, OK
6/14 Bunch, OK
8/23 Bunch, OK
9/13 Lawton, OK
10/4 Stillwater, OK
10/18 Oklahoma City, OK
11/1 Ardmore, OK
11/15 Oklahoma City, OK
Info 405/632-3370

GFI/MTEG/AMA Amateur MX Series

6/21 Los Angeles, CA
Info 714/788-5853

White Bros. 4-Stroke World C'ship

5/16-17 Perris, CA
Info 714/788-5853

White Bros. Vet World MX C'ship

11/7-8 Perris, CA
Info 714/788-5853

HDRA USA Cup Desert Race Series

3/12-15 Las Vegas, NV
5/15-17 Pahrump, NV
7/4-5 Barstow, CA
8/14-16 Brian Head, UT
10/9-11 Las Vegas, NV
Info 702/361-5404

AFM Road Race Series

4/25-26 Sonoma, CA
5/23-24 Sonoma, CA
6/20-21 Sonoma, CA
7/11-12 Sonoma, CA
8/22-23 Sonoma, CA
9/12-13 Sonoma, CA
1-/11 Sonoma, CA
Info 510/796-7005

WSMC/Willow Springs Road Race Series

3/13-15 Rosamond, CA
4/17-19 Rosamond, CA
5/15-17 Rosamond, CA
6/19-21 Rosamond, CA
7/17-19 Rosamond, CA
8/14-16 Rosamond, CA
9/18-20 Rosamond, CA
10/16-18 Rosamond, CA
11/13-15 Rosamond, CA
12/18-20 Rosamond, CA
Info 805/256-1234

AMRRA Mini Road Race Series

3/1 Palomar, CA
3/15 Riverside, CA
4/5 Riverside, CA
5/3 Riverside, CA
5/17 Palomar, CA
6/7 Palomar, CA
6/21 Palomar, CA
7/12 Palomar, CA
7/26 Palomar, CA
7/31-8/2 Batavia, NY
8/16 Riverside, CA
9/13 Riverside, CA
10/11 Riverside, CA
11/1 Palomar, CA
12/5 Riverside, CA
Info 714/548-8429

OMRRA Road Race Series

4/4-5 Portland, OR
5/30-31 Portland, OR
7/19 Portland, OR
8/8-9 Portland, OR
9/26-27 Portland, OR
10/18 Portland, OR
Info 503/221-1487

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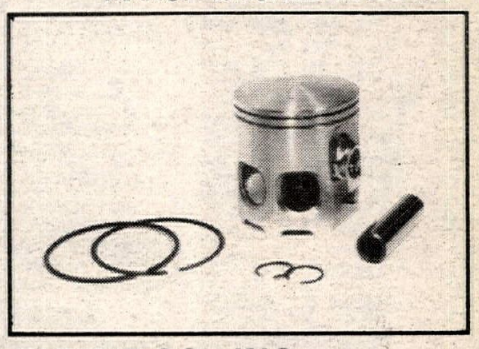

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Feb. 21, 22, 23 - Columbia, MO
Feb, 21-21 - Danville, IL
Feb. 28-29 - Ardmore, OK
Mar. 27-28 - Austin, MN
*Aug. 23 - AMA Half Mile Regional
* Michigan State Fair Escanaba, MI

AMA
AMA INDOOR MOTOCROSS
Mar. 14-15 - Beckley, WV
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Quads • Odysseys • Motorcycles
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1/4 Mile Short Track
Open Traction
Pit Pass: $12.00
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100% PRO PAYBACK
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Diamond Head
Sun. March 1 MX Sunrise Park
Sun. March 8 MX LA County Raceway
Sun. March 15 MX Sunrise Park
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CALENDAR

OMRA Cross Country Series

2/29-3/1	Bend, OR
3/15	Bend, OR
4/12	Medford, OR
5/31	Tillamook, OR
9/27	Bend, OR
10/23-24	Bend, OR

Info 503/625-7331

OMRA ISDE Series

4/26	Bend, OR
6/7	Tillamook, OR
6/27-28	McMinnville, OR
7/11-12	Tillamook, OR

Info 503/625-7331

USBA Road Race Series

5/17	Salt Lake City, UT
6/7	Salt Lake City, UT
7/12	Salt Lake City, UT
8/16	Salt Lake City, UT
9/13	Salt Lake Ciy, UT
10/17-18	Salt Lake City, UT

Info 801/535-4625

NMA Enduro Series

3/8	Shelton, WA
4/5	Belfair, WA
5/3	Bellingham, WA
5/17	Olympia, WA
6/7	Olympia, WA
7/19	Centralia, WA
7/26	Mt. Vernon, WA
10/4	Olympia, WA
10/25	Bellingham, WA

Info 206/922-1457

NMA Off Road Series

2/23	Bellingham, WA
3/15	Rainier, WA
6/13-14	Bellingham, WA
8/23	Bellingham, WA
8/30	Centralia, WA
9/12	Sultan, WA
9/20	Shelton, WA
10/18	Olympia, WA
11/8	Shelton, WA
11/15	Bellingham, WA
12/6	Kent, WA
12/13	Sultan, WA

Info 206/922-1457

FEBRUARY

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MARCH

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February 21-22

ILLINOIS SHORT TRACK
Motor Sports of America. David S. Palmer Civic Center, Danville. Info 1-800-544-8714.

February 21-23

MISSOURI SHORT TRACK
Motor Sports of America. Midway Exposition Center, Columbia. Info 1-800-544-8714.
PENNSYLVANIA SHORT TRACK/SUPERCROSS/SHOW
• 14th Annual Motorama Arena Races & Speed Show. 2/21 Short Track, 2/22 & 23 Supercross. Farm Show Arena, Harrisburg. Info 717/359-4310.
TEXAS ARENACROSS
• AMA Nat'l Arenacross Series/Mike Kidd Promotions. Ector County Coliseum, Odessa. Info 817/834-2298 or 800-783-MOTO.

February 22

CALIFORNIA DUAL SPORT
AMA/D-37/TNT Promotions. Run to the River Dual Sport Ride. Barstow to Laughlin, NV. Info 818/353-5409.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SHORT TRACK/DRAGS
• Prosports USA. Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
NEW YORK MOTOCROSS
AMA/LISC Series. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
WASHINGTON MOTOCROSS
• CMC/Clicker Promotions. Grays Harbor County Fairgrounds, Elma. Info 206/246-8484.

February 22-23

ALABAMA ROAD RACE
WERA Series. Talladega Gran Prix Raceway, Talladega. Info 205/362-6370.
CALIFORNIA MOTOCROSS
• CMC Golden State Nationals Final. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Bolado Park, San Benito County Fairgrounds, Hollister. Info 408/449-7367.
GEORGIA SUPERCROSS
• AMA Camel SX Series/AMA Amateur SX Series/SuperSports Promotions. Fulton County Stadium, Atlanta. Info 813/822-8929.
MICHIGAN MOTOCROSS/SNOW DRAGS
Hanks M/C Club. Nishon Meadows, Hines Park. Info 313/255-2582.

February 23

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
GFI/Moto West. Hollister Hills GP Track Hollister. Info 408/637-2073 or 238-8208.
AMA/D-36/Polka Dots MC. 49er Cross Country. Prairie City SVRA, Sacramento. Info 916/965-9353.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA GRAND PRIX
• CRC. Diamond Head GP. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
AHRMA/Nor/Cal Vintage MX/Short Track. Sandhill Ranch, Brentwood. Info 510/639-3328 or 209/524-7013.
CANADA ICE RACE
• CMA Canadian Nat'l Ice Racing Series. St. Narcisse, Quebec. Info 514/654-8193.
COLORADO MOTOCROSS
SRAC/M & M. Aztec Raceway, Colorado Springs. Info 303/988-7722.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/333-2356.
GEORGIA SUPERCROSS
• AMA Amateur Supercross Series/WorldSports. Fulton County Stadium, Atlanta. Info 813/822-8929.
ILLINOIS SCRAMBLES
AMA/Burlington Valley Duster MC. Sandy Oak Cycle & Campground, Keithburg. Info 319/754-7308.
IOWA SWAP MEET
J & P Promotions. 12th Annual Motorcycle Parts Extravaganza. Hawkeye Downs Fairgrounds, Cedar Rapids. Info 319/462-6011.
MEXICO OFF ROAD GP
Sucro Racing P[illegible]/Tecate Grand Pri[illegible]ace Track, Ensenada, B[illegible]o 667-6-51-19. RESCHEDULED TO 3/15
MICHIGAN ICE RACE
D-14 Ice Race Series/Valley Trail Riders MC. Gladwin County Ice Carnival Grounds, Albright Shores. Info 517/754-5842.
MISSOURI SHORT TRACK
Vintage Dirt Track Racers Assn./Motor Sports of America. Columbia. Info 918/445-0671.
NEW HAMPSHIRE ICE RACE
North Country ATV Club/Sport Shack Honda. Jericho Lake Park, Berlin. Info 603/752-2733.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/723-2387.
NEW YORK ICE RACE
Electric City Riders MC. Warner's Lake, E. Berne. Info 518/374-7979 or 372-1526.
NORTH CAROLINA MOTOCROSS
AMA/D-13/Elizabeth City MC. Competition Park, Elizabeth City. Info 919/335-5489.
OHIO SWAP MEET
W & K Stoner Swap Meets. Vintage & European. Burbank Auction Center, Burbank. Info 216/543-7716.
OKLAHOMA MOTOCROSS
RBH/Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA MOTOCROSS
AMA. The Challenger Raceway, Jacksonville. Info 412/726-5494.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE HARE SCRAMBLES
AMA. Mid-South C'ship Hare Scrambles Series. Clarksville. Info 615/331-1475.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
TEXAS HALF MILE
AMA Pre Daytona Half Mile. Dallas. Info 214/216-5520.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series. Filthy Pup H.S./Mt. Baker M/C, Bellingham. Info 206/734-1544.
WISCONSIN ICE RACE
Central WI Ice Racing Assn. C'ship Series. Lake Dexter, Dexterville. Info 715/884-2508.

February 28

ALABAMA SHORT TRACK
AMA/S.E. Regional Qualifier. Thunder Valley Motorsports Speedway, White Plains. Info 205/831-1935.
FLORIDA SUPERCROSS
• AMA Amateur Supercross Series/WorldSports. Gatorback Cycle Park, Gainesville. Info 813/822-8929.

February 28-29

ALABAMA SHORT TRACK/TT
• AMA S.E. Region Qualifier. Thunder Valley Speedway, White Plains. Info 205/831-1935.
OKLAHOMA SHORT TRACK
Hardy Murphy Coliseuem, Ardmore. Info 1-800-544-8714.

February 28-March 1

CALIFORNIA RALLY
Concours Owners Group Winter Nat'l Rally. Furnace Creek Ranch, Death Valley. Info 818/441-6701.
NEVADA GRAND PRIX
Best in the Desert Series. Peppermill/Mesquite GP C'ship. Mesquite. Info 702/457-5775.

February 29

ALABAMA TT
AMA/S.E. Regional Qualifier. Thunder Valley Speedway, White Plains. Info 205/831-1935.
ALABAMA ROAD RACE
Vintage. Talladega Gran Prix Raceway, Talladega. Info 205/362-7370.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions, Inc. Winter Series. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Bolado Park, San Benito Fairgrounds, Hollister. Info 408/449-7367.
CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36. Pioneer Raceway, Oakdale. Info 209/847-9538.
CALIFORNIA MOTOCROSS
Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/333-2356.
GEORGIA MOTOCROSS
Thunder Creek MX, Jackson. Info 912/994-6630.
MEXICO GRAND PRIX
Baja Promotions. Grans Prix de Baja Series. Mexicali, B.C. Info 818/340-5750 or 992-6355.
MEXICO GRAND PRIX
• Too Much Fun Promotions/Resource Marketing. La Playa GP II, Rosarito Beach, B.C. Info 619/942-0640.
OKLAHOMA SHORT TRACK
Vintage Dirt Track Racers Assn./Motor Sports of America. Regional. Ardmore. Info 918/445-0671.
TEXAS SHORT TRACK
Indoor ST/Speedway. Lake Houston Raceway Park, Angelina County Expo Center, Lufkin. Info 713/459-3445.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX Park, Woodland. Info 503/667-5701.
WASHINGTON SHORT TRACK
Pro Sports Promotions. Oakwood Arena, Spanaway. Info 206/847-1791.

Feb. 29- March 1

FLORIDA HARE SCRAMBLES
Plus Vintage H.S. & Poker Run. Palm Beach Track & Trail Riders. Osteen. Info 407/969-3247 or 305/428-6666.
OREGON CROSS COUNTRY
OMRA/LOBOS. Team Race. Bend. Info 503/656-5801.

March 1

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA ENDURO
Chaparrals MC Coyote Derby. Teagle Wash, Red Mountain. Info 714/528-3007.
CALIFORNIA MOTOCROSS
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA SHORT TRACK
AMA/D-36/Abnormal Promotions. Stockton Fairgrounds, Stockton. Info 209/838-3200.
CALIFORNIA MOTOCROSS
Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. E Street Track, Marysville. Info 916/695-2727.
CALIFORNIA ENDUROTHON
2-Man, 2-Hr. Endurothon. San Jose Fairgrounds, San Jose. Info 408/224-4412 or 436-8228.
CALIFORNIA GRAND PRIX
Double Cross Racing Assn. L.A. County Raceway, Palmdale. Info 714/371-6333.
COLORADO MOTOCROSS
SRAC/Rocky Mtn. Promotions. Erie Track, Erie. Info 303/988-7722.
FLORIDA MOTOCROSS
• AMA Nat'l C'ship 125/250cc MX Series/SuperSports. Gatorback Park, Gainesville. Info 813/822-8929.
FLORIDA HARE SCRAMBLES
FTR Series/ Palm Beach Track & Trail. Russell's Ranch & Gator Farm, 30 mi. S.W. of Daytona, Osteen. Info 305/524-3810.
FLORIDA HALF MILE
• Mars on Track Promotions, Inc. Volusia County Speedway, Barberville. Info 803/626-7959.
GEORGIA SUPERCROSS
Whitesburg SX, Whitesburg. Info 404/920-8004.
KENTUCKY MOTOCROSS
Spring Series. Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
MICHIGAN SWAP MEET
Giant M/C Swap Meets. Saginaw Civic Center, Saginaw. Info 616/941-0815.
NEVADA MOTOCROSS
• CMC/On Trac Events. Silver State MX, Carson City. Info 702/883-6111 or 267-4392.
NORTH CAROLINA MOTOCROSS
NAME Spring Series. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
Winter Series Round #5. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
AMA Penn. Spring Break Series/E.B. Promotions. The Challenger Raceway, Jacksonville. Info 412/726-5494.
SOUTH CAROLINA ENDURO
AMA/SETRA/Columbia Enduro Riders Assn. Pelion. Info 803/356-4556.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Low Country MX, Hardeeville. Info 803/757-4226.
TENNESSEE HARE SCRAMBLES
Black Diamond 100. Jellico Creek ORV Park, Winfield. Info 615/938-2980 or 879-8557.
TENNESSEE MOTOCROSS
KTM MX Assn. T-N-T MX Park, Milan. Info 901/987-3029.
TENNESSEE MOTOCROSS
• AMA/Victory Sports. Gatorz Classic. Hidden Acres MX, Kingsport. Info 615/245-4919 or 323-5497.
TENNESSEE MOTOCROSS
Christiana Raceway, Christiana. Info 615/896-3245.
TEXAS ROAD RACE
CMRA Road Race Series. Oak Hill Raceway, Henderson. Info 1-800/423-0736 or 713/342-9032.

March 1-2

FLORIDA SHORT TRACK
AMI 3rd Annual Southeast Youth/Amateur Regional C'ships. Daytona Beach Municipal Stadium, Daytona Beach. Info 904/255-0415.

March 2

WISCONSIN ICE RACE
Central WI Ice Racing C'ship Series. Schmitty's Lakeside Lodge, Rock Dam. Info 715/267-6432.

March 2-3

FLORIDA AUCTION
Jam-On Productions. Volusia County Fairgrounds, Deland. Info 301/779-3235.

March 5-8

FLORIDA SWAP MEET
Jam-On Productions. Volusia County Fairgrounds, Deland. Info 301/779-3235.

March 6

FLORIDA HARE SCRAMBLES
AMA/Ron & Chas. Hawk. Russell's Ranch & Gator Farm, 30 mi. S.W. of Daytona, Osteen. Info 614/593-5382 or 305/427-1592.
FLORIDA M/C RODEO
Jam-On Productions Motorcycle Rodeo. Volusia County Fairgrounds, Deland. Info 301/779-3235.

March 7

CALIFORNIA SHORT TRACK
• R & D Enterprises. Bolado Park, San Benito Fairgrounds, Hollister. Info 408/449-7367.
FLORIDA SHORT TRACK
• AMA Grand Nat'l C'ship Camel Pro Series. Municipal Stadium, Daytona Beach. Info 614/891-2425.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
NEW YORK MOTOCROSS
AMA/LISC Series. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.

March 7-8

CALIFORNIA DUAL SPORT
AMA/D-37/Team Dual Dogs 3rd Annual Dog Run. Dick Allen Honda/Yamaha, Angeles Nat'l Forest, Newhall. Info 818/886-7194.
MARYLAND MOTOCROSS
AMA Youth MX/Middle Atlantic MX Assn. Aquasco Raceway, Aquasco. Info 301/866-5438.

March 8

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARIZONA MOTOCROSS
AVDRA Vintage Series. Mountain View Raceway, Mountain View. Info 602/966-0101.
CALIFORNIA ENDURO
AMA/D-36/Timekeepers MC. Qualifier (Reliability Enduro). Clear Creek Rec. Area, King City. Info 408/356-0760.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• GFI. Sandhill Ranch, Brentwood. Info 510/639-3328 or 209/524-7013.
CALIFORNIA MOTOCROSS
Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36. Dixon Raceway, Fairfield. Info 916/678-3592 or 678-9956.
CALIFORNIA GRAND PRIX
Double Cross Racing Assn. Sunrise Cycle Park, Adelanto. Info 714/371-6333.
FLORIDA MOTOCROSS
FMC MX Series. MX of Marion County, Reddick. Info 904/399-0213.
GEORGIA MOTOCROSS
Echeconnee MX, Macon. Info 912/788-8227 or 956-5420.
GEORGIA SHORT TRACK/TT
Holiday Downs Raceway, Palmetto. Info 404/463-9077.
KANSAS GP MOTOCROSS
• KORR C'ship Series. Green Acres Raceway, Marion. Info 316/382-2915.
KANSAS HARE SCRAMBLE
KMSA. 1-Man, 2-Hr. Northeast Kansas M/C, Wamego. Info 913/456-2516.
KENTUCKY MOTOCROSS
BSR/KTMXA/West KY Outdoor MX. Lowes. Info 502/642-2345.
KENTUCKY HARE SCRAMBLE
Eagle Creek M/C Park, Owenton. Info 606/472-3442.
MARYLAND MOTOCROSS/HARE SCRAMBLES
• AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MICHIGAN SWAP MEET
Giant M/C Swap Meets. State Fairgrounds, Detroit. Info 616/941-0815.
MINNESOTA SWAP MEET
J & P Promotions. 5th Annual M/C Parts Extravaganza & Show. St. Paul Civic Center, Roy Wilkens Auditorium, St. Paul. Info 319/462-6011.
NEW MEXICO MOTOCROSS
Southwest Nat'l C'ship Series. Deming, NM. Info 505/546-2193. CANCELED
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AMA. Clovis Sportcycle Assn. Mescalero Sands ORV-BLM Park, Roswell/Clovis. Info 505/762-6379.
NORTH CAROLINA HARE SCRAMBLE
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO SWAP MEET
J & P Promotions. 6th Annual M/C Parts Extravaganza. Franklin County Veterans Memorial Auditorium, Columbus. Info 319/462-6011.
OHIO HARE SCRAMBLES
AMA/D-12 & 14. Cabin Fever Classic. Glass City M/C. Delta Motorsports Park, Delta. Info 419/666-8413 or 822-3286.
OKLAHOMA MOTOCROSS
Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON POKER RUN
Trailsmen Tillamook Burn. Foreest Grove. Info 503/678-2779.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
PENNSYLVANIA MOTOCROSS
AMA/E.B. Promotions. Penn. Spring Break Series. The Challenger Raceway, Jacksonville. Info 412/726-5494.
TENNESSEE MOTOCROSS
AMA Southeastern Regional C'ship Mega Series. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
WASHINGTON SCRAMBLES
Woodland MX Park, Woodland. Info 503/667-5701.
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Squisher Racing. Horn Rapids ORV Park, Richland. Info 509/837-3595.
WASHINGTON ENDURO
NMA Enduro Series/Puget Sound Enduro Riders. Shelton Valley Enduro, Shelton. Info 206/943-1559.

March 12-15

NEVADA DESERT RACE
HDRA USA Cup Series. 3rd Annual HDRA Nissan 400, Las Vegas. Info 702/361-5404.

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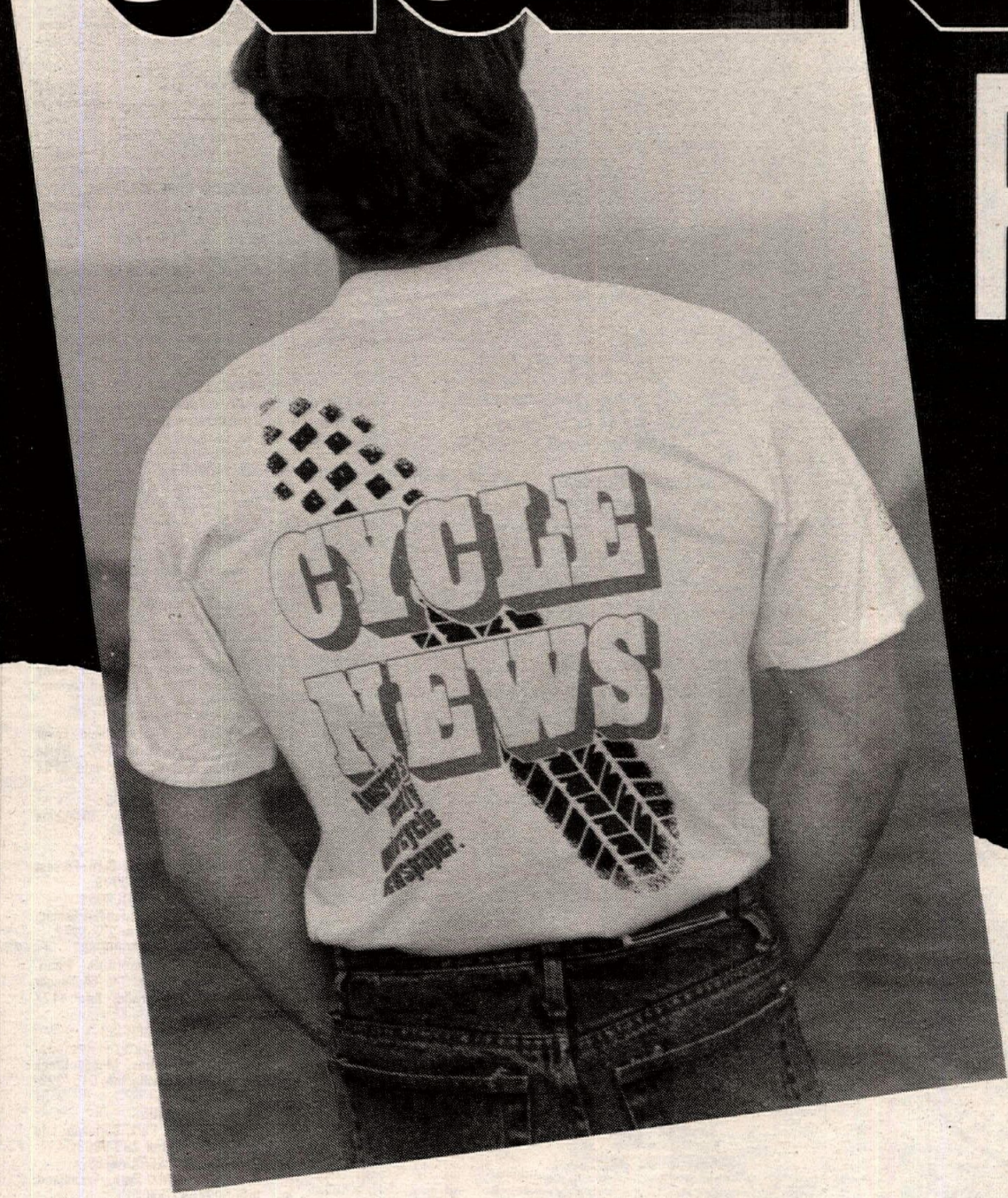

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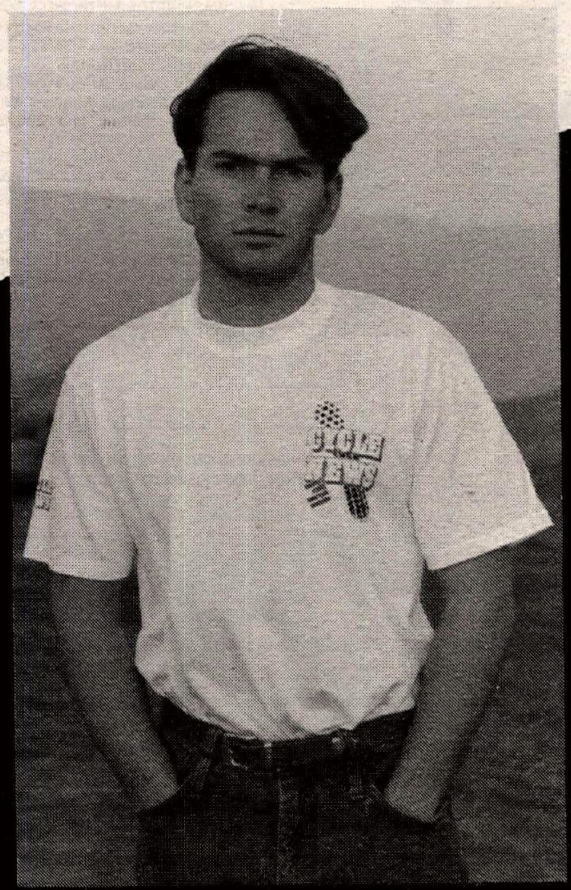

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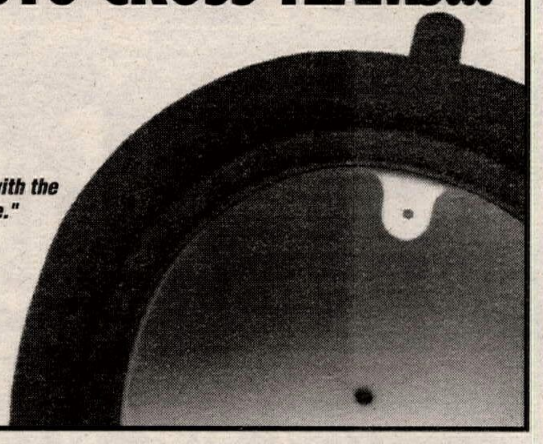

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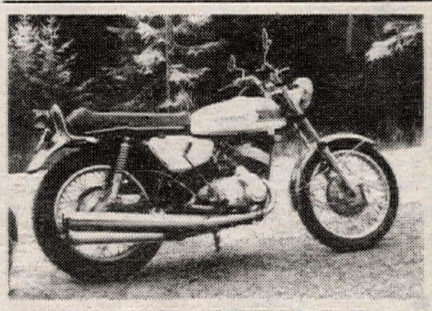

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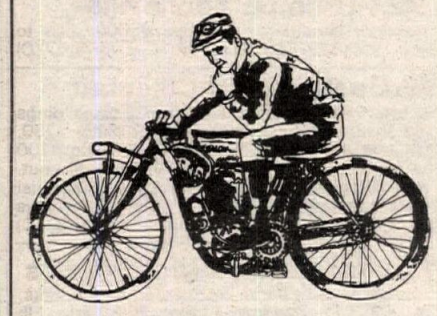

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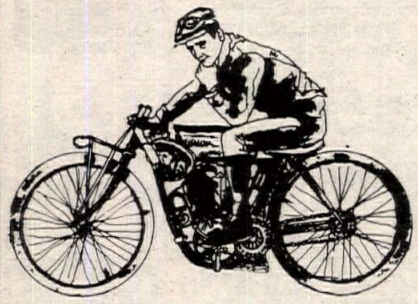

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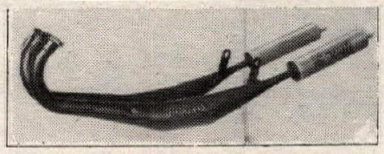

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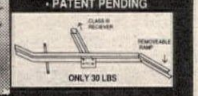

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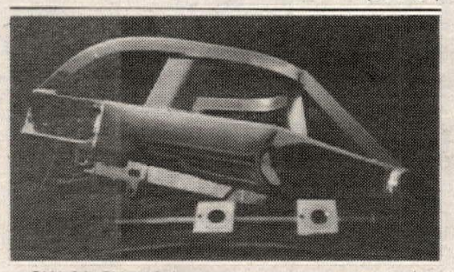

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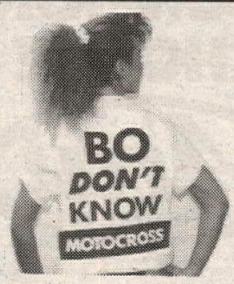

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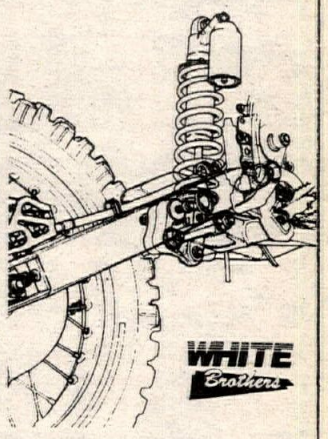

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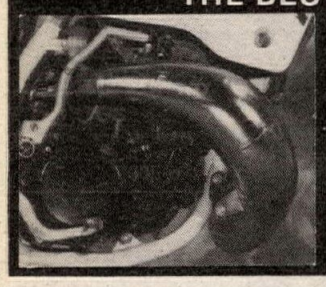

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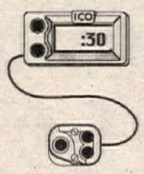

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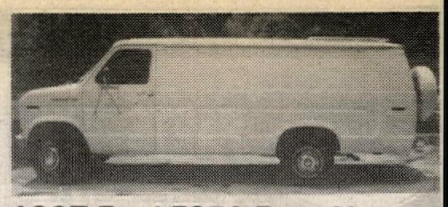

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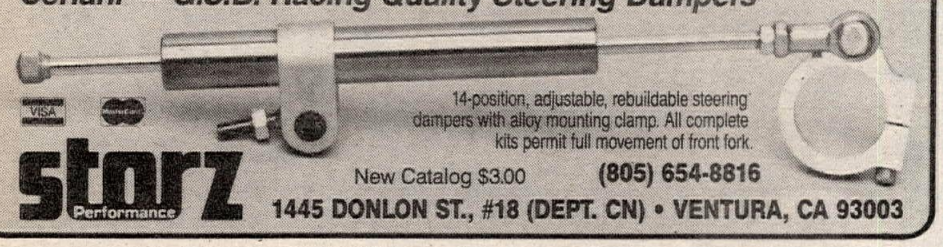

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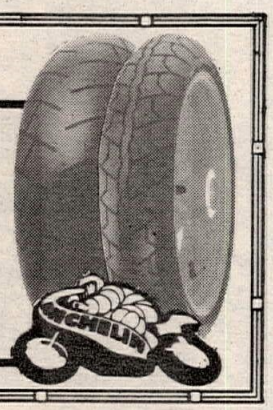

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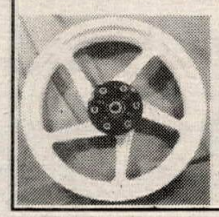

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Mary Newell	Yam
Thomas Newell	Yam
Michael Alexander	Yam
Lowell Carson	Yam
Thor Church	Yam
VINT	
Joe Cesternino	Bul
Timothy Weaver	Bul
Son Thanh Tran	Bul
Rick Kruger	Bul
Stephen Ritzko	Tri
SR	
Steve Longo	Hon
Doug Moraski	Hon
William O'Connor	Hon
Dave Connelly	Yam
Lowell Caroson	Yam
KNOBBY	
Mare Desrosiers	Suz
Alain Desrosiers	Suz
Mario Darpino	Hon
David Devine	Hon
Richard Desrosiers	Suz
125 AM	
Daniel Linen, Jr.	Hon
Paul Bradley	KTM
Joseph Lagary	Yam
Scott Van Decar	Hon
Brian Ashline	Suz
S/SR	
Hugh Weaver	Bul
John Bradley	KTM
Thomas Robert	Yam
250 AM	
Dan Linen Jr.	Hon
Kurt Clark	Hon
Timothy Weaver	Bul
Dennis Carl	Suz
Martin Rarick	Hon
250 EX	
Bill Newkirk	Yam
Doug Moraski	Hon
Glen Neals	Kaw
L/W HACK	
Michael Burnhan/ Ronald Daros	Hon
Ray Van Giulder/ Phillip Worthington	Suz
Guy Weidman/ Stephen Flach	Kaw
Richard Seymour/ William Haas	Hon
Don McCann/ Timothy Chase	Kaw
H/W HACK	
Bill Newell/ Robert Gerding	Hon
Allen Seal/ Martin Quick	
Ray Van Guilder/ Edward Rudinger	Suz
Joseph Glasby/ Pete Kuebler	Suz
Rippi Brown/ Gary Harlan	H-D
OPEN AM	
Mike Clark	Kaw
Kurt Clark	Hon
Robert Morono	Hon
Timothy O'Connor	Hon
Dan Marshall	Hon

Grand Prix
Avalanche GP
Devore, CA
Jan. 12
By Greg Robertson

MINI BEG	
Billy Nicoll	Kaw
Franklin Ziegler	Kaw
John Nicoll	Kaw
William Ziegler	Yam
Andrew Labrador	Kaw
MINI NOV	
Steve Wisdom	Kaw
David Rees	Kaw
125 BEG	
Cory Sievers	Suz
Eric Caro	Suz
Shawn Tuohey	Yam
Billy Ramsey	Kaw
Scott Grimsgaard	Kaw
250 BEG	
Kelly McDougal	Hon
Brian McDougal	Suz
Bill Owens	
Mark Avalos	Yam
Chris Prokopow	Hon
500 BEG	
Lewis Greer	Hon
Chris Gendusa	
Barry Simon	Hon
125 NOV	
Brian Childers	Yam
250 NOV	
Eric Seeley	Kaw
Craig Wells	Hon
Kenny Holmes	Yam
Monod Duran	
Danny Lorenze	
500 NOV	
Mike Collins	Kaw
Mark Hitechew	KTM
Chris Brooke	KTM
125 AM	
Doug Yarnell	Hon
Chip Rotan	Kaw
500 AM	
Brian Cornelius	Kaw
Scott Smith	Hon
Mike Seeley	Hus
250 MS	
Dave Donatoni	Hon
JR VET BEG	
Craig Peterson	Kaw
Bill Schultz	Kaw
Scott Grimsgaard	Kaw
Dave Hernandez	Kaw
Graham Cruckshanic	KTM
JR VET NOV	
Dave Simon	Yam
Jeff Watts	Hon
Joe Bagnaeco	Kaw
Tony Parsons	Hon
Frank Beach	Suz
JR VET AM	
Mark Decker	Suz
Mike Seeley	Hon
Doug Yarnell	Hon
JR VET MS	
Gary Wagner	Suz
Dave Donatoni	Hon
SR NOV	
Steve Jennings	ATK
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SR AM	
Mike Niegsch	Hon
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Johnny Jackson	Yam
Scott Adamson	Kaw
Kevin Sanislo	Hon
VET NOV	
Ron Clement	ATK
John Cuccia	Yam
Steve Dalton	ATK
Ron Rich	Hon
Craig Wells	Hon
VET AM	
Bob Maxwell	Hon
David Simon	Yam
Jimmy White	Kaw
Chad Blough	Hon
Mark Matteson	Hon
VET MSTR	
Tracy Hrach	Hon
Scott Smith	Hon
Jeff Kaplin	Hon
Wayne Martin	KTM

Motocross
TNT Raceway
Idalou, TX
Jan. 12
By Linda Steffey

50 STK	
Tiffer Wright	Itj
60	
Tim Roten	Kaw
Brad Roten	Kaw
Mark Thompson	Kaw
80 BEG	
Chuck Noel	Kaw
Mark Thompson	Suz
Jack Gibson	Suz
Joshua Aguirre	Suz
80 NOV	
Randall Williams	Suz
Cody Bounds	Suz
Neil Malson	Hon
Neal Burkhart	Kaw
80 INT	
Tim Roten	Kaw
Jake Moore	KTM
125 BEG	
Chris Coleman	Hon
Shannon Weaver	Hon
Shawn Knobloch	Hon
Tommy Winkleblack	Kaw
Travis Rudd	Kaw
125 NOV	
Wesley Scholz	KTM
Jason Burkhart	Suz
Wayne Sawyer	Kaw
Steven Birkelbach	Hon
Nate Keys	Suz
125 INT	
Chuck Long	Kaw
Michael Hutchison	Suz
Greg Davis	Suz
Shane Williams	Hus
AM OPEN	
Jason Burkhart	Suz
Wesly Scholtz	KTM
Wade Loafman	Kaw
Bart Bynum	KTM
125 PRO	
Kaylom Young	Kaw
250 BEG	
Randall Keyes	Yam
Michael Schmidt	Yam
250 NOV	
Danny Mack	Yam
Cody Thomas	KTM
Steven Scott	Kaw
Bryson Oeschger	Hon
250 INT	
Tony Wright	Kaw
Chuck Long	Kaw
Greg Davis	Suz
Joe Carter	Suz
250 PRO	
Kaylom Young	Kaw
Gary Tucker	Hus
Stevie Halpain	Yam
Chad Carlisle	Suz
ADV OPEN	
Kaylom Young	Kaw
Gary Tucker	Hus
Chad Carlisle	Suz
OVER 30	
Richard Manning	KTM
Robert Hagen	Hon
David Hazlewood	ATK
Kenny Williams	Yam
Bob Malson	Hon

Motocross
Barona Oaks Rcwy
Ramona, CA
Feb. 1
By Dana Van Noordt

P/W STK	
Emitt Kling	Itj
Dustin Good	Yam
Anthony Bruscella	Yam
John Richardson	Yam
Steve Gonzalez	Yam
P/W MOD	
Scott Nelson	Yam
Emitt Kling	Itj
Jay-Dee Santiago	Yam
Anthony Bruscella	Yam
Steve Gonzalez	Yam
JR CYC 0-8 STK	
Derek Berg	Kaw
Travis Bemis	Kaw
Dustin Brodwolf	Kaw
Mark Anderson	Kaw
Anthony Bruscella	Kaw
JR CYC 9-11 STK	
Bryan McGauran	Kaw
John Hopkins	Kaw
Travis Peterson	Kaw
Brandon Whitt	Kaw
Sean Hamblin	Kaw
80 BEG	
Tim Beatty	Suz
Josh Preman	Suz
Danny Montoya	Kaw
Jodi Hollow	Suz
Cory Montersen	Suz
80 NOV STK	
Jiri Dostal	Suz
Tim Tilton	Suz
Kurt Pierson	Suz
Colby Raymond	Suz
Manny Arias	Kaw
80 INT STK	
Dustin Nelson	Suz
Travis Preston	Hon
Josh Tarantino	Suz
80 NOV MOD	
Doug Parsons	Suz
Scott Conley	Suz
Tim Tilton	Suz
80 INT MOD	
Dustin Nelson	Suz
John Emerson	Suz
S/MINI	
Dustin Nelson	Suz
Josh Tarantino	Suz
Jiri Dostal	Suz
Jeremy Michaud	Kaw
Travis Preston	Hon
80 9-11 STK	
Bryan McGauran	Kaw
Derrek Chase	Suz
Jennifer Nelson	Suz
John Hopkins	Suz
Sean Hamblin	Kaw
125 BEG	
Eric Berard	KTM
Scott Rush	Suz
Neil Crane	Kaw
Mike McNamee	Suz
Jason Sobionik	Suz
125 NOV STK	
Mike Van Noordt	Suz
Jon Raymond	Suz
Dave Ferrier	Kaw
Mike Litzell	Suz
Aaron Whitwer	Kaw
125 INT STK	
Angelo Ingrande	Kaw
Ty Kady	Kaw
Jeff Tilton	Suz
125 NOV MOD	
Mike Van Noordt	Suz
Mike Litzell	Suz
Dane Herron	Yam
Lyle Danuser	Kaw
Deron Stidman	Yam
125 INT MOD	
Timmy Stauferbiel	Hon
Dennis Dahlin	Kaw
Oscar Ancheta	Kaw
Angelo Ingrande	Kaw
Hugo Carmona	Yam
125 EX	
Ryan Hughes	Kaw
125 OPEN	
Ryan Hughes	Kaw
Monti Michele	Hon
Timmy Staufenbiel	Hon
Oscar Ancheta	Kaw
Del Ocheltree	Hon
250 OPEN	
Bader Manneh	Hon
Max Gazzarata	Suz
Del Ocheltree	Hon
Gary Doggett	Hon
Keith Sherman	Kaw
250 NOV	
Chris Dickens	Yam
Clint Warner	Kaw
Daren Scott	Yam
Daniel Nichols	Suz
Jeff Eacobellis	KTM
250 INT	
Dennis Dahlin	Kaw
Kory Byers	Kaw
VET	
Dale Anderson	Hon
Carl Conley	Kaw
Jesus Casillas	Yam
John Duffy	Yam
Ed Wilson	Hon

Flat Track
Final Standings
Iowa State Frgrds
Pavillion
Des Moines, IA
Feb. 3
By Sandy Fleck

MX	
Jeff McDonald	456
Jeff McCowen	446
Robbie Palmer	338
Tony McCarthy	334
John Pierick	284
OVER 30	
Ray Waddell	528
Steve Browning	524
Tim Sears	464
Jeff McCowen	414
Jerry Crabb	382
50 AUTO	
David Lopez	396
Jarid Koester	358
Matt Stephenson	178
Adam Lundstrom	150
Nick Sullivan	32
OPEN	
Rick Fiscel	544
Wes Beckman	496
Tony Rulli	494
Ray Waddell	430
Tim Sears	332
XR 80	
Jeff McDonald	504
Bryan Foster	476
Jeremy Shoning	466
Jeff Pezzetti	432
Robert Palmer	366

Motocross
Burleson MX Pk
Burleson, TX
Feb. 9
By Kat Spann

50	
Melissa Franks	Yam
Ricky Flowers	Yam
Christy Czajkowski	Yam
Jacob Czajkowski	Yam
Sam Hibbard	Yam
60	
Joshua Bridges	Kaw
Jake Jones	Kaw
Michael Meyers	Kaw
80 BEG	
Casey Steele	Kaw
Chad Mann	KTM
Chad Trawick	Suz
Brian Johnson	Kaw
Jay Farris	Hon
80 NOV	
Jeff Smith	Suz
Chris Cadieux	Suz
Jason Eckhoff	Kaw
Shawn Smith	Hon
Mike Walsh	Kaw
80 INT	
Michael Meyer	Kaw
Greg Duvall	Hon
80 OPEN	
Jeff Smith	Suz
Jason Eckhoff	Kaw
Chris Cadieux	Suz
Robert Abbott II	Kaw
Casey Steele	Kaw
125 BEG	
Joey Sucamele	Kaw
Bill Albany	Kaw
Lee Uncapher	Yam
Matt Jordan	Hon
Ehtan Blowers	Hon
125 NOV	
Chris Safrit	Suz
Karl Gauldock	Kaw
Travis Spann	Suz
Marty Painter	Kaw
Zeke Daugherty	Kaw
125 INT	
Michael Gage	Kaw
Matt Goleman	Suz
Joey Pratt	Suz
Scott Amaral	Kaw
Brian Oestrick	Hon
125 EX	
Roy Schellenberger	Kaw
Joe Benyak	Kaw
Ken Tackett	Suz
125 OPEN	
Michael Gage	Kaw
Matt Goleman	Suz
Karl Gauldock	Kaw
Joey Pratt	Suz
Scott Amaral	Kaw
250 OPEN BEG	
Jamey Johnson	Kaw
Ronnie Helms	Kaw
Clayton Potter	Hon
Steve Buster	Kaw
Mark Foley	Kaw
250 NOV	
Ray Burgess	Hon
Chris Safrit	Suz
Alan Davis	Kaw
James Steward	Suz
David Garner	KTM
250 INT	
Keith Mundie	Kaw
Jeremy Meulman	Kaw
Kyle Parks	Hon
Jerry Hill, Jr.	Suz
250 EX	
Clay Hoenshell	Suz
Dave Shade	Hon
Roy Schellenberger	Kaw
Dean Lane	KTM
Joe Benyak	Kaw
0-25 NOV	
Chris Scoggins	Hon
Dan Taylor	Hon
Jeff Foster	Kaw
Shane McMahon	Kaw
Jerry Hill Sr.	Suz
0-25 EX	
Clay Hoenshell	Suz
Keith Mundie	Kaw
Mike Klement	Kaw
0-30 NOV	
Richard Spaulding	Kaw
Joe Busby	KTM
Mark Childre	KTM
Tom Conner	Kaw
Ronnie Welch	Hon
0-30 INT	
Craig Cordes	Kaw
Mark Welker	Yam
Marty Painter	Kaw
Jerry Hill Sr.	Suz
Russ Wood	Hon
0-30 EX	
Clay Hoenshell	Suz
Keith Mundie	Kaw
Billy Smith	Hon
Terry Dickey	Hon
Rob Riner	ATK
0-40	
Tom Conner	Kaw
Darrell Bishop	Kaw
Jim Mann	Kaw
Glen Cribbs	Hon
Bobby Reynolds	Kaw
OPEN 500	
Chris Scoggins	Hon
Greg Franks	Yam
Bert Reynolds	KTM
Jeff Foster	Kaw
Mike Klement	Kaw
VINT AM	
Robert Glover	KTM
John Burkett	Hon
Scott Tubbs	Mai
Steve Simpson	Hus
Skip Osborne	Yam
VINT INT	
Jack Thompson	Pen
Mike Hance	Yam
Benard Murphy	Kaw
Dave Allard	Kaw
P-nut Baird	Hon
VINT MSTR	
Billy Smith	Hon
Mark Andrews	Hon
Joe Busby	CZ
Kelly Donaldson	Hon
Paul Burnett	Hon

Motocross
White Oak
Fredericksburg, VA
Feb. 9
By Caryl Pigg

60	
Kevin Brodsky Jr.	Kaw
Nathan Weekley	Kaw
Nolan Weekley	Kaw
Stephen Grimes	Kaw
Karl Petrie	Kaw
80 7-11	
Travis Pastrana	Suz
Nolan Weekley	Kaw
80 12-13	
Josh Demuth	Kaw
Mike Loper	Suz
Amber Hughes	Suz
Alan Warren	Kaw
Michael Ford	Kaw
80 14-15	
Myles Scarano	Suz
Will Wright	Hon
Nathan Juergens	Hon
Herbert Newman	
125 A	
Rick Wetzel	Hon
John Mock	Kaw
Patrick Coleman	Suz
Donnie Miller	Yam
Pat McCormick	Hon
250 A	
Kevin Crine	Hon
John Morfit	Kaw
Brian Nast	Hon
125 C	
Josh Demuth	Hon
Ryan Reed	Suz
Travis Dashiell	Suz
Neil Shelor	Kaw
Darin McBeath	Yam
250 C	
Scott Miller	Hon
Edgar Ellis	Yam
David Brent	Hon
Tim Jacobs	Suz
Walter Carlson	Hon
125 B	
John Lee	Hon
Joey DeLuke	Suz
Damon Powell	Kaw
Brian Stewart	Hon
Mark Williams	Suz
250 B	
Chris O'Hara	Suz
Stacey Redifer	Yam
Brad Crouch	Suz
Robert Waggner	Yam
Richard Whalen	Kaw
OPEN B	
Robert DeMichelle	Kaw
Michael Radan	Kaw
VET A	
Alan Kocotas	Hon
Carl Lewis	Kaw
Jeff Callehan	Hon
Michael Morgan	
VET B	
Mark Rutherford	Kaw
Shawn McDaniel	Kaw
Richard Kronawetter	Hon
Peter Wiese	Hon
Mark O'Connor	Hon
25+ A	
Doug Poe	Kaw
Alan Kocotas	Hon
Michael Morgan	Yam
Hastins Foote	Hus
Jim Little	Hon
25+ B	
John Deleon	Hon
Al Bender	Kaw
Taggart Brown	KTM
Robert Carmack	Yam

Road Race
ARRA
Las Vegas, NV
Feb. 8-9

F-1	
Oscar Otiz	Suz
Jeff Rohn	Kaw
Waren Atkins	
Ed Hullinger	Suz
F-2	
Erik Halseth	
Waren Atkins	
Jack Baker	Yam
750 S/ST	
David Roy	Kaw
Oscar Ortiz	Suz
Ed Hullinger	Suz
600 S/ST	
Reed Domingo	
John McMahon	Hon
Randall Vancil	
500 S/ST	
Hiroshi Nakajima	Yam
Jack Baker	Yam
Erik Halseth	
OPEN MOD PROD	
Edward Brajnikoff	
David Roy	Kaw
Randall Vancil	
750 MOD PROD	
Steve Teschke	Hon
Jeff Rohn	Kaw
David Roy	Kaw
600 MOD PROD	
Steve Teschke	Hon
Reed Domingo	
Randall Vancil	
500 MOD PROD	
Hiroshi Nakajima	Yam
Jack Baker	Yam
Erik Halseth	
750+ STK PROD	
Waren Atkins	
Ed Hullinger	Suz
Brett Spraggins	Suz
600 STK PROD	
Hiroshi Nakajima	Yam
Erik Halseth	
T. Kitai	Yam
500 STK PROD	
Hiroshi Nakajima	Yam
Erik Halseth	
T. Kitai	Yam
BOTT	
Erik Halseth	
Jack Baker	Yam
Waren Atkins	
500 NOV	
Erik Halseth	
T. Kitai	Yam
Jack Baker	Yam
501-699 NOV	
Stephen Holtgrefe	Yam
Patrice Lorenzer	Yam
Randall Vancil	
Shane Wiley	Hon
700-OPEN NOV	
Oscar Ortiz	Suz
Derek Bomholt	
Erik Halseth	
Rocky Caceres	Yam

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

WANT ADS

GENERAL MERCHANDISE

Continued from page 40

ZX11 Upside Down Fork Kits
Complete Kayaba kit includes tubes, upper and lower clamps, bars, axle, fender, caliper mounts. A true bolt on. $2499 plus shipping. DUBLIN KAWASAKI (510) 829-4499. CA. (207-08)

1989 GSXR Fairing Parts
Red and white front nose, left side mid lower and tail section, some damage, $200/obo. Call Rod (213) 499-8545. CA. (307-08)

'90 Honda CR250
Race Tech motor and suspension, fast and clean, vet owned, $2300. (714) 793-2942. CA. (307)

Custom Box Van
'83 Ford 6.9 Diesel sleeper, cabinets, work bench, chrome, holds 4 bikes, new interior, excellent, $21,000/obo. (805) 256-3386. CA. (307)

1991 KTM 300DXC
Many extras, near new condition, $2600. (714) 633-2758. CA. (107-08)

Wanted:
Knight frame for 500 Honda. (916) 362-6628. CA. (107-08)

'90 ZX7 Head
Ported, flowed. Muzzy superbike cams, titanium valve springs retainers, will ship, make offer. (313) 287-3041. MI. (107-10)

Wanted: Used MX Helmets
I'm looking for newer style MX helmets, damaged ones will be considered. Also needed are Bailey's Technique tapes. Ask for Joe (612) 464-5713. MN. (107-08)

1979 Red CBX - 500 Miles
As new, sell or trade for R100GS/P-D or ZX-11. Bike in midwest. (203) 431-8213. CT. (307-08)

1991 CR500
Excellent condition, low hours, needs rider, $2600. (916) 223-2965. CA. 307-08)

Two 500 Yamaha Ice Racers!
One Knight, one Star. Both built right. Both have new tires, screws and fenders. Star has fresh motor, new glass, fast and clean, $2500/obo. Knight is old Ronnie Jones bike. Right side shift, good glass, nice paint, $2000/obo. (517) 787-8342. MI. (107)

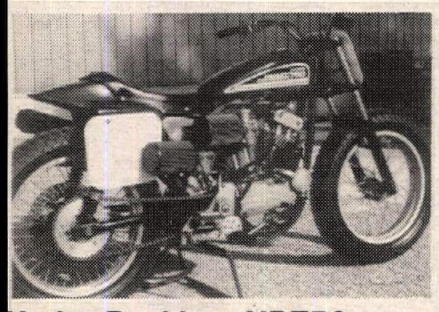
Ceriani RR Forks
Original 35mm, MX clamps, stem, steering damper, $400 Dirt Track wheels polished DID Barnes hubs, S.S. spokes, new tires, with 20 sprockets $600, 3 Barnes rotors, 3 new Brembo calipers $250. One piece Marvic 275x18 new radial $350, 280mm Brembo 2 piece rotors drilled $100. Mark (619) 941-1947. CA. (107)

1977 Ducati SS Parts
38mm Marzocchi forks, polished, complete with Telefix bars $250. Original brake system needs rebuilt $150, rear rotor $50, 18" Michelin slicks and radials. (619) 941-1947. CA. (107)

New Moto Guzzis For Sale
Southeast's newest European dealer. Most models in stock at discounted prices. Parts, service, accessories for all makes. Sidecar sales and installation. CYCLES INTERNATIONAL, Sheffield, AL. (205) 381-8666. (107-13/EOI)

1977 HARLEY DAVIDSON CAFE RACER fuel tank new in box, $400. (309) 353-6104 after 5pm. IL. (307-08)

Norton F1 Sport
Brand new high performance rotary engined sports motorcycle derived from the highly successful F1 racer. Offers over $35,000. For details send a FAX to LIAM on 01144-734-477858 or write to 54 Crawshay Drive, Emmer Green, Reading, RG4 85Y, England. (307)



Harley Davidson XR750
Mostly stock, have title for street use, highest cash offer. Call days, EST. (603) 641-6611. NH. (107/P)

'92 ZX7R
New in the crate, call Doug. MR. HONDA KAWASAKI YAMAHA, Asheville, NC. (704) 253-5646. (205-08)

Case Guards
Heavy duty replacement covers by NRC, available for FZR400, FZR600, GSXR750 and 1100. WERA and AMA approved. Dealer inquiries invited. SPORT CYCLE PRODUCTS. (800) 356-4230. PA. (206-TFN)

PARTING OUT YAMAHA FZ700/750 Marvics (3.5/5.0), Fox shock, Kerker system, gas tank, Corbin seat, front end, $1000. (510) 757-5896. CA. (107)

Wanted: Ceriani Road Race
Complete forks or parts. All sizes needed! (818) 705-8873. CA. (107-10)

1978 Honda MT125R
Water cooled production road racer, $1200. Consider trade. Bern (407) 671-0585. FL. (107)

1988 YZ490 VET RIDDEN, excellent condition, plus extras, $1600. (714) 883-5259. CA. (107-08)

KTM 350EXC, seldom ridden, perfect condition, updates, extras, $1895/obo. (419) 885-5929. OH. (307)

PARTING 1989 FZR600. Complete engine, 3000 miles $600, or will part, front wheel $120, front rotors $80 each, rear wheel assembly $135, swingarm $75, calipers $30 each, carbs $80, electrics, signals. Call Dave. (914) 623-5446. NY. (307)

1982 Laverda 1200 Mirage
Jota pipes and cams, new tires and shocks, custom paint, 6000 miles, $5300. (510) 235-3891. CA. (307)

Nymo Plates
Quality number plates, reasonable prices. (206) 734-7665. WA. (307-09)

1984 YAMAHA 490, great play bike or Bomber class race bike, excellent condition, $1000/obo. Call Mic (818) 889-0431. CA. (107/P)

Wanted:: Yamaha XT500 Enduro
Searching for 1976 to 1981 Thumper in good to mint original condition. Must have title. Have cash will travel Northeast for bone stock quality machine. Will pay fair market price for yours or finders fee leading to purchase. Call Dave 7pm-11pm EST or leave message. (914) 737-0459. NY. (107)

RZ350 Parts New and Used
Fiberglass, Solo seat cowls, rear-sets, pipes, frame with title. Many other new and used parts. Call Gary 10am-1:30pm or 7:30pm-10pm EST. (813) 378-3788. FL. (107-08)

WANTED: HONDA 305 SCRAMBLER, prefer running, must be cheap. (904) 877-9959. FL. (107)

1990 KTM 250 DXC
Ridden once, $2500. (213) 721-7831. CA. (107)

'86 TT 600 Yamaha
Pro-Tec motor work and pipe, runs good, $1000. After 4:30 Don. (714) 829-7872. CA. (107-08)

750 & 1100 GSXR Parts
750: swingarm, tanks, gauges, coils, shock, signals, seats, engine covers, rotors, fits '88-'92. 1100: '91 carbs, airbox, cooler, lines, wiring harness, hydraulic clutch, exhaust, handlbars, '89 1100: wiring harness, rear wheel, shock, fork assembly, bodywork, exhaust, cooler, lots more. Evenings. (914) 896-9591. NY. (107-08)

1990 ZX10
Great condition, 2100 miles, must sell $4800. Ask for Jack anytime. (413) 543-6037. MA. (107)

'75 Bultaco 360 Pursang
Completely restored, better than when new. Make offer. (714) 278-3440. CA. (107)

1987 RS250
Ex- Rick Oliver, excellent condition, spare wheels, body and engine parts, sprocket set, trans., gear set, $3800. Steve (408) 264-0109. CA. (307-08)

Daytona Dirt Trackers
Tues. Mar 3 and Thurs. Mar 5, Outlaw Amateur/Pro 1/8 miles clay track. Bithlo, FL, near Orlando just one hr. from Daytona. Short track 14 classes from 50 to Pro. Quads to Pro 100% payback. A class money class. Info: (616) 728-4153 MI, (407) 869-5388 FL. (207-08)

1989 RS250R
Excellent condition, 2 sets fairings, spare wheels. Too many spares to list. All parts available in US. Meticously maintained $7200/obo. Will be at Daytona, call Ed after 7:00 EST. (407) 488-6092. FL. (307-09)

'90 ATK250
All '91 factory mods, Answer aluminum bars, and S-A Pro. No cond. $2300. (818) 447-6661. CA. (107-08)

1977 TZ250D ROLLING CHASSIS, complete bodywork, mag wheels, perfect for RD/RZ engine $500. Wanted: TZ250F/G swingarm 4.50 TZ rear wheel. (213) 939-2370. CA. (107-08)

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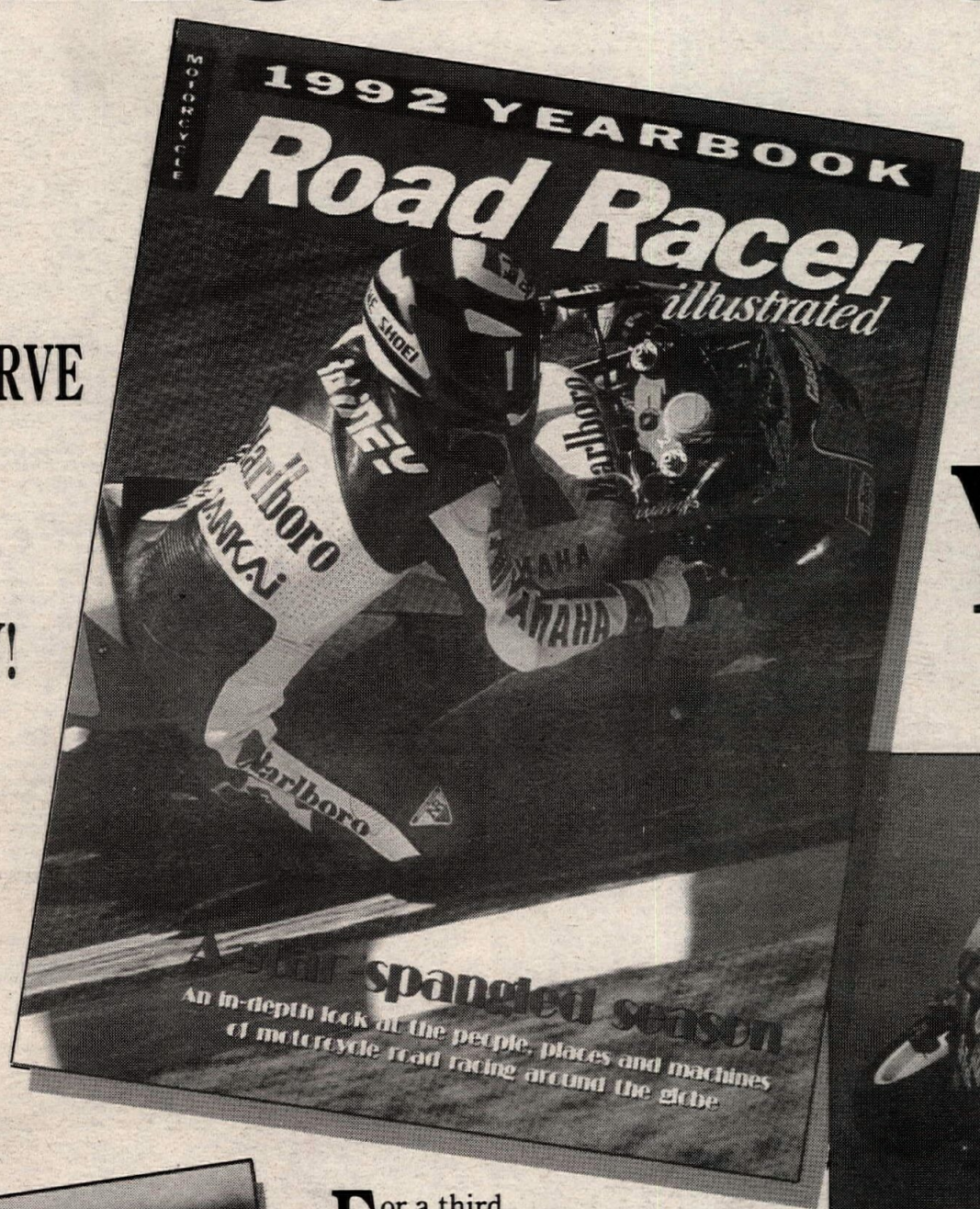

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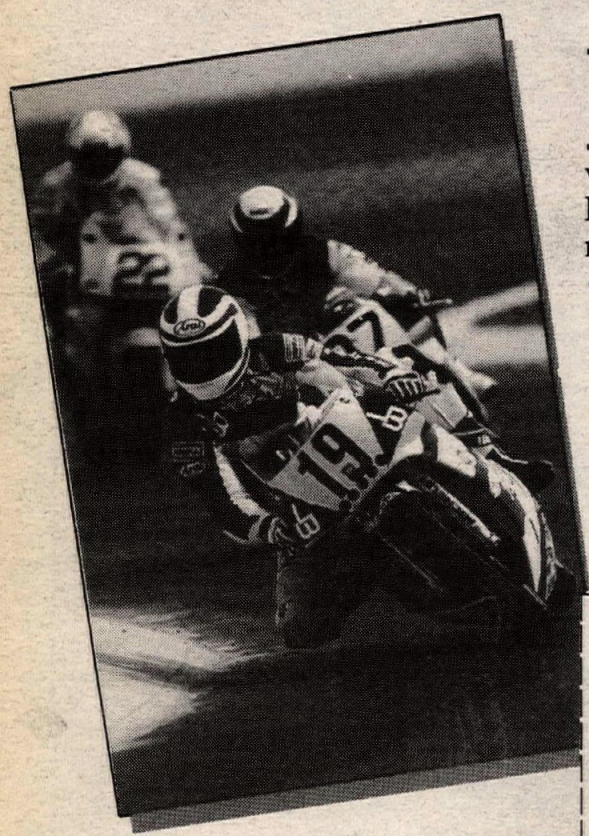

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